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ESTABLISHED 1857

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TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 5.00 „ „ 15 „
5.00 „ „ 8.10 „ „ 10 „

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS

Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 „ „ 11.00 „ „ 10 „
11.30 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 5.30 „ „ 15 „
5.30 „ „ 6.00 „ „ 10 „
6.00 „ „ 6.30 „ „ 15 „
6.30 „ „ 8.10 „ „ 10 „

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[55

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14 Local	No. 12 Local	No. 8 Through Express	No. 7 Local	No. 9 Through Slow	No. 11 Local	No. 13 Through Expr	No. 15 Mixed 3rd Class Passenger & Goods	No. 17 Local	No. 21 Local	No. 23 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.			8.00		8.45		7.30				
SHEK LUNG .. .. arr.			9.11		11.30		8.13				
			9.15		11.45		8.50				
Shum Chun .. .. dep.			11.07		2.20		8.05				
	dep.	7.34	11.12	2.07	4.30	11.40	8.45	1.55 1.55	3.00	5.04	6.11
Sheungshui .. .. dep.	Sundays only	7.50	—	3.13	4.57	11.43	—	2.01 2.01	3.08	5.10	6.17
Fanling .. .. dep.		7.54		3.18	5.02	11.53		2.08 2.08	3.10	5.14	6.21
Taipo Market .. .. dep.		7.65		3.29	5.14	12.03		2.20 2.20	3.21	5.24	6.31
Taipo .. .. dep.		7.49		3.34	5.20	12.08		From 11th Sept. 2.25 2.25	3.27	5.29	6.35
Shatin .. .. dep.		8.01		3.47	5.14	12.23		2.34 2.34	3.40	5.43	6.48
Yuenmati .. .. dep.	7.27	8.14		4.01	5.32	12.38		2.49 2.49	3.53	5.57	7.02
Hunghom .. .. dep.	7.31	8.20		4.07	5.38	12.44		2.55 2.55	4.00	6.03	7.08
KOWLOON .. .. arr.	7.34	8.23	11.52	4.10	5.41	12.44	7.25	2.58 2.58	4.04	6.07	7.12

UP TRAINS

Stations	No. 4 Local	No. 4a Local	No. 6 Through Express	No. 6a Local Express	No. 8 Through Slow	No. 10 Mixed 3rd Class Passenger & Goods	No. 12 Local	No. 14 Joint Sectional	No. 16 Local	*No. 18 Through Express	No. 20 Local	No. 22 Local	No. 24 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves .. H.K.	6.25	6.53	7.55	8.25	6.50	9.15	10.15	11.55	1.35	12.45	4.35	5.15	6.05
KOWLOON dep	6.42	7.10	8.07	8.37	9.13	9.50	10.32	12.13	2.13	1.00	4.53	5.35	6.23
Hunghom .. dep.	6.47	7.15	—	—	—	—	10.36	12.18	—	1.05	4.58	—	6.29
Yaumati .. dep.	6.50	7.18	Sundays only	—	9.35	—	10.43	12.25	1.45	1.12	5.02	5.41	6.35
Shatin .. dep.	7.06			—	9.52	—	10.53	12.35	1.55	1.22	5.16		6.47
Taipo .. dep.	7.18			9.04	10.06	—	11.07	12.47	2.07	1.34	5.27		7.01
Taipo Market dep.	7.22			—	10.10	—	11.11	12.51	2.11	1.38	5.31		7.05
Fanling .. dep.	7.34			—	10.21	—	11.22	1.01	2.22	1.49	5.41		7.15
Sheungshui dep.	7.39			9.13	10.26	—	11.27	1.06	2.27	1.54	5.46		7.19
Shum Chun arr.	7.42			9.17	10.31	—	11.32	1.09	2.32	1.58	5.50		7.24
dep.	—				11.05		—	1.30	—	—	—		—
SHEK LUNG arr.	—				11.13		—	1.38	—	—	—		—
dep.	—				11.51		—	—	—	—	—		—
CANTON arr. (Tai Sha Tau)	—				12.10		—	—	—	—	—		—

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.
† Will stop as above except on Sundays and Public Holidays.

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ..dep.	8.50	12.00	2.20	6.00	Shataukok...dep.	7.05	10.20	1.05	5.00
Shataukok...arr.	9.45	12.55	3.15	6.55	Fanling ...arr.	8.00	11.15	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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Water on Blocks at Spring Tide ...	28 „	24 „	34 „

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AERIAL MAILS FOR CHINA.

AN OBSTRUCTIONIST CIVIL GOVERNOR.

A really extraordinary situation has arisen, the *Peking and Tientsin Times* says, in connection with the proposal to establish a mail and commercial aeroplane service between Peking and Shanghai. The machines are ready, the pilots are available, the route has been surveyed, and it was intended to start the service during the early part of this summer. The Chinese Government has authorized the experiment, and issued instructions that the necessary preparations are to be made. It was intended to make Tientsin the first stopping place on the journey. But the enlightened Civil Governor of this Province, for some undisclosed reason, has absolutely declined to assist the officials deputed by the Central Government in their task of securing and laying out a suitable site for an aerodrome and landing ground. Consequently, if the project of an aerial mail between the Capital and Shanghai is not wholly abandoned, it will be necessary to eliminate Tientsin from the places of call, and make Tsinanfu the first stopping place. There are, we understand, numerous suitable stops for an aerodrome in the vicinity of Tientsin, but none of them can be secured without the assistance of the Civil Governor, which is deliberately withheld.

The obstruction of a single Provincial Official will not, of course, prevent an attempt being made to open long-distance mail services by aeroplane in China, especially in those Provinces which suffer from lack of railway facilities. The route between Peking and Sianfu, the capital of Shensi, has recently been reconnoitred, and the results indicate that there would be every prospect of making an aerial service between that city and Peking a really paying venture. It is to be hoped that the Central Government will not encounter petty obstruction, similar to that experienced in Tientsin, if the project of an air line to Sianfu be seriously taken up. The saving of time by the transport of mails between Peking and other important centres, and cities beyond the reach of railways, would, of course, be enormous. If aerial mail services, however, are to be developed on a really comprehensive scale, Hankow would seem to be the most suitable centre. It is no further from Hankow to Canton than from Peking to Sianfu. The distance from Hankow to Chengtu is only a little greater. The day may yet come when Hankow, as the most central of China's big cities, will be connected by air-lines with: Peking, Sian and Lanchow, Chingking and Chengtu; Changsha, Kwailin and Nanning; Canton; Foochow; and Shanghai.

INTERESTING CHINESE CASE AT PENANG.

FATHER AND DAUGHTER AT LAW.

In the Supreme Court, Penang, before Mr. Justice Branch, a case of very great interest to the Chinese community, among the wealthier classes of whom it is customary for a father to make presents of houses to his children or to allow them to live in them rent free, was being heard when the last mail left. The plaintiff is Mr. Cheah Chen Eok, a well-known towkay, who formerly farmed the opium monopoly in Singapore. The defendant is his daughter, Cheah Paik Suat, the widow of the late Gan Tong Eang, of Penang.

Plaintiff's statement of claim alleged that by a deed poll dated the 23rd day of April, and registered the 7th day of June, 1888, one Cheah Ah Seng conveyed in fee simple to the plaintiff the land with the house erected thereon known as 101, Bishop Street, Penang, and that the defendant, who is his daughter, went into possession of the house with his permission about 17 years ago, and now wrongfully refused to give up possession to the plaintiff; who states in the alternative that his daughter was the tenant at will and that her tenancy was determined by written notice dated 18th August, 1920. The plaintiff claims possession and mesne profits from August 18th, 1920, and the costs of the action.

In her statement of defence the defendant disclaims knowledge of her father's original title to the premises, denies that she went into possession by permission of her father, denies that she was his tenant at will, and also denies that her tenancy was determined by notice on August 18th, 1920, or otherwise and that she wrongfully refuses to give up possession to her father. She states that she is in possession of the premises and pleads the Limitation Ordinance, 1896.

Mr. Terrell, opening for the plaintiff, stated that about seventeen years ago he (the plaintiff) was living at his house, Eokham, Greenhall, Penang, together with the defendant, her husband, and her children. For her better comfort the defendant asked her father to allow her and her husband and children to occupy his house, 101, Bishop Street, Penang. The plaintiff agreed and allowed them to live there rent free provided that she paid the rates and assessments and kept the place in repair. She agreed to this and entered into possession on those terms. No gift nor conveyance of the property to her was made by the plaintiff who retained the title deeds and continued to pay the quit rent himself. The defendant had continued to occupy the house from the date that she went into possession until the present time, *i.e.*, for upwards of seventeen years.

In August last plaintiff informed his daughter that he should require her to pay rent for her future occupation of the house. She thereupon claimed that as she had occupied the house for upwards of twelve years without paying any rent, it belonged to her, as her father's claim was barred by limitation.

Counsel then addressed the Court upon the law of limitation, quoting numerous precedents which took the whole day.

THE COLLISION IN MALACCA STRAITS.

SOME OF THE DETAILS.

Singapore papers received by yesterday's mail contain a few details concerning the serious collision, between the *Yokohama Maru* and the *Indo Maru*, about eighty-two miles from Singapore, resulting in the loss of one life and injuries to eleven of the crew of the *Indo Maru*. The latter vessel, belonging to the O.S.K. with a nett tonnage of 3360, was bound for Colombo and Bombay, with 423 tons of cargo for the former place and 360 tons for Bombay. She only carried three passengers and mails.

The N.Y.K. vessel, the *Yokohama Maru* was coming from England.

The first intimation of the collision, the *Free Press* says, was contained in a wireless message received at the Master Attendant's office, but particulars were very vague. They stated that the ships had come into collision and that the forecastle, bulkhead and windlass of the *Indo Maru* were badly damaged, and that there was water in hold number one. It also stated that the ship was in a dangerous position and that it was impossible to move. The actual scene of the collision is between Batu Pahat and Muar.

The *Yokohama Maru*, when she arrived in the Empire Dock, certainly showed evidence of the severity of the collision and the force of the impact must have been very great. Her forecastle was badly shattered and a surprising feature was the presence of the anchor of the *Indo Maru* in the forecastle, together with a great amount of planks and woodwork.

LOSS OF LIFE.

The unfortunate part of the collision was the loss of life and injuries to a number of the crew of the *Indo Maru*. One man who it is surmised was on watch at the fo'castle head, must have got the full force of the impact, as he has since been missing. Eleven of the crew sleeping forward came in for serious injuries. One man had both legs fractured, in addition to head wounds. Another man was so seriously injured that it was not thought wise to remove him from the *Indo Maru*. All the rest were transferred to the *Yokohama Maru*. The other men suffered from cuts and bruises.

The Singapore Harbour Board's ambulances were in attendance and the injured men were conveyed to the Japanese Hospital in Middle-road. The Harbour Board's tug *Varuna* left for the scene of the collision to tow the *Indo Maru* back to port.

The three passengers and the mails on the *Indo Maru* were transferred to the *Yokohama Maru*. One of the passengers stated that the crash awoke him and he was thrown out of his berth, but everything was so still that he went back to bed again. He realised shortly afterwards what had occurred, owing to the noise on deck. He was sleeping midships at the time. He saw some men struggling in the water.

All the injured men were placed on the top deck of the *Yokohama Maru*, where they received every attention from the doctors on board.

A WEST RIVER INCIDENT.

S.S. "TAI MING" RESISTS SEARCH.

We take the following from yesterday's *Canton Times*:—

On Monday, the 13th instant, the s.s. *Tai Ming* flying the British flag, steamed past the station established by the Kwangtung Government for the purpose of stopping and searching all vessels plying between Shamshui and Wuchow, and would not permit the officers there to search for contraband. The Captain said he did not recognize the authority of the Kwangtung Government or any orders issued by that Government. Nevertheless, the Captain finally consented to the search but threatened to report the matter to the British Consul and ask for gunboats to stop the work of the Government officials there. As the Consular Body were notified of the order which designated the limits of the present blockade, and were also informed that as a military precaution, all vessels would be subjected to search for contraband of war, the attitude of this particular Captain is incomprehensible. Captains of vessels flying flags of other nations have made no objection and in every way, rendered their services to facilitate the officers in the performance of their duties. Why should a British steamer find cause for complaint when the Government here are acting wholly within their rights? If such insults are offered to Chinese officers in performance of their duties, then the blockade should be made even more stringent and no vessels at all allowed to go up the West River. Whether the Captain of the *Tai Ming* recognizes the Government of Kwangtung or not, as that Government is in *de facto* control here, it will be advisable for him to respect its regulations.

[There are limits, however, to the "regulations" which the *de facto* Government may safely attempt to impose which would probably be speedily realised if our contemporary's advice to blockade the West River were adopted.—ED.]

ILLNESS OF PORTUGUESE MINISTER.

A Peking paper says:—

Although still confined to his room H.E. the Portuguese Minister is steadily recovering from his illness and there is every reason to expect his complete recovery soon. Meanwhile M. de Freytas is carrying on the duties of Portuguese Minister and Doyen of the Diplomatic Body, which have not been interrupted. The reports that have appeared in the Chinese Press, to the effect that M. de Freytas intended to relinquish the position of Doyen, are ridiculed in Legation circles, as the Doyenship follows seniority and would never be given up by a Minister capable of remaining as Representative of his Government. The establishment of the Deadonate inside the Legation Quarter merely awaits vacation of the premises where it will be situated.

THE EUROPEAN ADVANCE IN ASIA.

Huge Asia's subservience to smaller but more aggressive Europe has been increased, territorially at least, by the settlements following the war. Mesopotamia, Syria, and Palestine have been added to the vast extent of Asiatic territory already under the control of Western Powers. This gain is slightly counterbalanced by the German Asiatic territory taken over by Japan, the first Asiatic Power for many centuries to take rank with the nations of the Atlantic and Mediterranean. Europe now controls Asiatic territory somewhat greater in population, and far greater in extent than the whole of Europe, but many observers find a loosening of political and military bonds which ultimately, they argue, will result in the rise of sovereign autochthonous nationalities.

Of Asia's total area, given as 17,206,000 square miles in the current issue of the *World Almanac*, or 16,819,000 in the latest edition of the "Encyclopedia Britannica," approximately 10,000,000 square miles are under the control of Russia, Great Britain, Holland, France, and the United States. The following table, prepared in 1910 for the "Encyclopedia Britannica," shows the distribution of Asiatic territory at that time:—

Territory	Square Miles.
Russian	6,495,970
British	1,998,220
Dutch	586,980
French	247,580
U.S.A.	114,370
German	193
Turkish	681,950
Chinese	4,299,600
Japanese	161,110
Other independent territories	2,232,270

The changes now made include an increase of rather more than 100,000 square miles in the holdings of both England and France, small mandates to Italy and Greece, the increase of the Japanese area to 260,738 square miles, the wiping out of the small German possessions, and the decrease of the Turkish total to 638,750 square miles. Of the total Asiatic population, estimated in 1920 at 872,522,000, approximately 345,000,000 inhabit Chinese territory, 325,000,000 British, and 25,000,000 Russian.

The ancient pressure of Asia upon the western nations, as historians have observed, beaten back in the Middle Ages, was followed by a pressure of the western nations on the East, which still continues. Spanish, Portuguese, Dutch, English, French, Russians, and Germans invaded mainlands and islands. The immense conquest of Siberia, started near the close of the seventeenth century through Russian support of freebooters and traders, was completed by 1860. England in India extended her rule through the East India Company. The United States, with its present control of 114,370 square miles of Asiatic territory, fell heir to the ancient Spanish conquests. New Caledonia and part of Australia were originally colonized as penal settlements by France and Great Britain respectively, a fact, however, that should not be taken too seriously as savage punishments were meted out then for offences that would now be thought very slight. New Zealand has been accused of similar colonial forebears, but the island nation was settled in large part by younger sons of the English nobility, and boasts one of the purplest-blooded populations in the world.

"Mr. H. G. Wells inveighs in his recent "Outline of History," against persons who believe that "the vast populations of eastern Asia can be permanently subordinated to Europe":—

"They do not realize that in Asia the average brain is not one whit inferior in quality to the average European brain; that history shows Asiatics to be as bold, as vigorous, as generous, as self-sacrificing, and as capable of strong collective action as Europeans, and that there are and must continue to be a great many more Asiatics than Europeans in the world. Under modern conditions world-wide economic and educational equalization is in the long run inevitable.—*The Literary Digest*.

LEAGUE AND OPIUM TRAFFIC.

The first meeting of the Consultative Committee appointed by the Council of the League in accordance with the Assembly resolution to deal with the question of the control of the trade in opium and other dangerous drugs, was held at Geneva on May 2nd. The function of this Committee is to assist and advise the Council of the League in the duty entrusted to it by the Covenant of supervising the execution of The Hague Convention relative to opium and dangerous drugs. The Committee is composed as follows:—W. G. van Wettan (Netherlands), Sir Malcolm Delevingne (Great Britain), Gaston Kahn (France), J. Campbell (India), A. Ariyoshi (Japan), Tang Tsai Fou (China), Senhor Ferreira (Portugal), and Prince Charoon (Siam).

Attached to the Committee in the capacity of assessors are Sir John Jordan (late British Minister at Peking), M. Brenier and Mrs. Hamilton Wright (respectively the French and American secretaries of the committee), and Dr. Hawkling Cen (of the Secretariat).

The Committee elected Mr. van Wettum as chairman and Sir Malcolm Delevingne as vice-chairman. It was then decided to request the Council to ask such members of the League as had not already done so, to ratify The Hague Convention, and further to ask the Dutch Government to use its good offices with nations not members of the League to the same end. Finally, the Committee proceeded to settle the terms of a questionaire to be set to such countries as had already ratified The Hague Convention in order to obtain from them all information relevant to its enforcement.

THE CRISIS IN THE TEA INDUSTRY.

An authoritative article on the production of tea in the Empire and its relation to the tea trade of the world is contained in the current number of the *Bulletin* of the Imperial Institute. It deals in an interesting way with the growth of tea drinking in various parts of the world, gives particulars of the industry in all tea producing countries and discusses the causes which have led to the present serious crisis in the industry.

India and Ceylon together produce more than two-thirds of all the tea which enters into the world's commerce, their most serious competitor at the present time being Java. At the beginning of 1919 prices in London for all grades of tea were good and stocks in the United Kingdom were not excessive, but apparently no account was taken of stocks held in producing countries. The tea trade had been disorganised by the war and by Government control, and as no danger signals, pointing to over-production, were raised, the plantations in the British and Dutch Indies in 1919 produced tea to their full capacity. The Russian market, which had been taking nearly 100,000,000 lb. of plantation tea yearly, was lost and stocks began to accumulate, until, in the middle of last year, the actual situation was realised and there was a break in prices for all the lower grades, which have since been selling below the economic value. There is no question regarding the soundness and ultimate prosperity of the tea industries of India and Ceylon, but the immediate outlook for many estates is very critical. The seriousness of the position is apparent from the fact that the plantation industry in the two countries supports at least 3,000,000 workers and their dependents.

It is thus to the common interest of both producer and consumer that the tea industry should be placed on a sound basis. The most serious obstacle however to the return of more healthy trade conditions is the great accumulation of stocks of common teas. In the absence of a demand from Russia there appears to be little prospect, in the immediate future, of reducing the volume of these stocks, but unless this is effected or the sales of tea regulated, there can be no recovery in prices for a long time.

SUBSIDIES FOR CHINESE SHIPPING.

The following regulations have been adopted by the Ministry of Communications with regard to shipping:—

1.—Shipping companies registered with the Government may receive subsidies for a period of five years on a scale to be drawn up by the Ministry of Communications.

2.—Subsidies may be granted if the following requirements are fulfilled: Ships for ocean navigation must be steel-built within 15 years with a tonnage of 4,000 and a speed of 11 knots; ships for home water navigation must be steelbuilt within 20 years with a tonnage of 2,000 and a speed of 10 knots; ships for international river navigation may be of either steel or wood but must be 800 tons with a speed of 8 knots and with 20 years of construction.

3.—Ships for ocean navigation may be subsidized at the rate of $0.20 per ton per 1,000 knots travelled and $0.10 per 1,000 knots travelled in the case of ships for home water navigation.

4.—Subsidies will be reduced by 5 per cent. yearly for ships of ocean or home water navigation which have been constructed over ten years.

5.—Ships may have an additional 5 per cent. subsidy if they have been constructed by Chinese builders or in Chinese shipyards.

6.—The approval of the Ministry of Communications must be obtained of passenger and freight charges, and a reduction of any specified item may be demanded.

7.—Subsidized ships must carry C.P.O. mails and postal and shipping inspectors as may be appointed from time to time by the Ministry of Communications. Subsidized companies must employ the graduates of the Mercantile Shipping Colleges. Any wireless installation on board the ships must be carried out in accordance with the orders of the Ministry.

LIGHTNING AT SEA.

The steamer *Bell* left Kohsichang (Bangkok) recently at mid-night and about two miles outside the harbour encountered a fierce thunderstorm with torrential rain. The lightning was the worst ever experienced by Captain Burns Kerr, and the Captain of the *Gleniffer*, also said it was his worst experience of the kind, says the *Bangkok Times*. The mainmast was struck by lightning and split. The whole ship was a mass of fire, and shook violently. Several passengers on board from the *Gleniffer*, paying a visit to Bangkok, had a rather exciting time.

WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eye-strain, whether caused by astigmatism or age. The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central, have the equipment to fit you glasses properly.—ADVT. [562

"TOO TIRED TO TAKE HIS FARE."

PEAK CHAIR COOLIES WHO GIVE TROUBLE.

A court-full of chair and rickshaw coolies, neat and tidy, and all suspicion of truculence carefully removed from their faces, attended at the Magistracy, yesterday, before Mr. Lindsell, charged with all kinds of offences against traffic regulations. There were only two cases in which the facts were of any general interest.

Lieut. R. R. Beauchamp, R.N., summoned two chair coolies for refusing to complete a journey and for demanding more than the legal fare, on June 8th.

In respect of the first charge the defendants indicated that they did not refuse to complete the journey; they only wanted a rest. According to a literal translation they said: "We were tired; we were feeling weak in the legs."

Lieut. Beauchamp said that on June 8th, at 5 p.m., he engaged the defendants at the Upper Peak Tram Station to take him to "The Eyrie," No. 3. At the gate of "Mountain Lodge" they put him down. He told them to go on or he would report them. They refused and said they were very tired.

The Magistrate: Did you give them any breathing-space at all?

The Lieutenant: They could have had a breathing-space, but they put the chair down and showed no signs of going on.

But how long did you give them?—I do not think they stopped for a breathing-space. I understood they stopped because they would go no further.

Have you ever been up there before?—I have walked up very often.

Have you been up there by chair before?—No.

What did they say?—I can't remember what they said, but I took it as an excuse when they said they were "too tired," and I got out of the chair. I offered 20 cents, but the man would not take it.

You did not get in the chair again?—No; one followed me to Mr. Irving's. I asked Mr. Irving what I should give, and he said 20 cents was ample. I told him I had offered it and he said, "Do run them in: they have been causing trouble before, here." Mr. Irving spoke in Chinese to the man and he took the 20 cents and went away.

The Magistrate: The chair coolies frequently rest at that corner: do you think it is possible they merely wanted to rest?

Witness: In view of what you say, I think it very probable.

And that they might have gone on after you had given them a breathing-space?—Yes.

The charge of refusing to complete the journey was dismissed; on the other, the defendants were fined $3 each.

The leading coolie denied that he had refused the 20 cents but he admitted going up to the house. "Why did you not take the money when it was offered at the Lodge Gates?" asked the Magistrate. "I was so tired that I did not know the money was offered to me," was the quaint reply.

A CONFLICT OF EVIDENCE.

Mr. W. L. Weaser's ricksha coolie was summoned for obscuring the ricksha number with a towel hung out to dry. An Indian police-sergeant said the ricksha was moving opposite Mr. Weaser's office and that he saw a European get into it just after he stopped the man and took particulars.

Mr. Weaser, however, said he did not get into the ricksha at the time stated; he had just gone for the day. The coolie had said he was stationary, and not moving; and Mr. Weaser said this was more probable than the police version.

The Magistrate dismissed the summons, but the question was left in the air, as to whether, when Mr. Weaser has finished for the day, the coolie "makes a bit" with his master's ricksha.

STABBED WITH SCISSORS.

THE OFFENCE ADMITTED.

When charged, at the Magistracy, yesterday, with having stabbed a woman in the left eye with a pair of scissors in a house of ill-fame at West Point, the night before, a Chinese admitted the offence but demanded that the woman should be produced so that he could question her. "She has done me a great injustice," he said.

Inspector Appleton said that the woman was not present in the hospital, and asked for a week's remand. He said that the defendant walked into the police station a few hours before and gave save himself up. The Inspector asked that he be put under medical observation as his manner seemed strange.

The remand was granted.

ALLEGED BOGUS SUBSCRIPTION.

QUAINT POLICE COURT STORY.

A Chinese man and woman were charged before Mr. G. N. Orme, yesterday, at the instance of Inspector Blackman, of No. 2, Police Station, with having obtained money from various people by false pretences.

The defendants were alleged to have gone round with a subscription list and a tale of their poverty, and persuaded people to contribute towards the funeral expenses of an imaginary relative said to have died at the Tung Wah Hospital. Several people gave them small sums. When they went to the secretary of the Coal Coolies' Guild, at 105, Praya East, on Thursday, the latter, after putting his name on the list as subscribing $5, became suspicious and telephoned the hospital for confirmation of the defendants' story. When he was told that no one had died at the hospital that day, he sent for the police. The defendants were alleged to have torn up the subscription list, but it was carefully pasted together and produced as evidence against them.

Two witnesses deposed that they each gave the defendants 20 cents.

After the secretary of the Coal Coolies' Guild had given evidence, an official of the Tung Wah Hospital was called. He said that no one died at the hospital on the previous day. In any case, it was not necessary to raise subscriptions to cover burial expenses, as in cases of poverty, the hospital authorities supplied the coffin for those who died at the hospital.

The male defendant said that they did not say that they wanted money to defray funeral expense. They merely went round to raise some money to buy diet for the woman's mother-in-law who was lying dangerously ill in the hospital.

The hospital official countered this by saying that, after her arrest, the female defendant went to the hospital with a detective, and there claimed a woman surnamed Leung as her mother-in-law but the latter denied all knowledge of her.

The woman: I had had a big row with my mother-in-law a little before she became ill, and that was why she disclaimed me.

The Magistrate: Then why take so much trouble over her?

The woman (in tears): After all she is my mother-in-law, poor thing, and if I don't attend to her in her illness, who will?

The Magistrate: You are very kind hearted!

The defendants, claimed that they could call witnesses to say that they were people of good character, and the Magistrate remanded them until to-day.

TRESSPASS ON SERVANTS' QUARTERS.

CHARGE BY DR. W. V. M. KOCH.

Dr. W. V. M. Koch, yesterday morning, before Mr. G. N. Orme, charged three coolies with tresspass upon the servants' quarters of his house. Dr. Koch said that, as the Magistrate no doubt knew, this sort of thing was very common, and might lead to trouble of all sorts.

One of the defendants said that he had only recently come down from the country and was living for a couple a days with one of Dr. Koch's coolies, who was his brother. The others said that they were passing the house when a big shower came, and they ran into the place for shelter.

Dr. Koch said that both he and his wife had repeatedly warned their coolies not to let anyone into the quarters, and if the first defendant had been living there, as alleged, it was without his knowledge, and certainly not with his permission.

The Magistrate fined the first man $10 or 14 days, and the others $5 each.

COUNTERFEIT COIN.

WHOSE WAS IT?

A Chinese was charged before Mr. G. N. Orme, yesterday, with having in his possession at West Point, six 20-cent, and twelve 10-cent counterfeit Hongkong silver coins.

Inspector Appleton said he saw the defendant open a parcel and extract from it three 20-cent pieces. That he should keep his money in a parcel and his stealthy movements aroused the witness' suspicion. He examined the coins and found that they were all "duds."

The defendant said that he picked up the parcel in the street and was about to open it to examine its contents when the Inspector came up. The money was not his, and he promptly surrendered it to the Inspector.

The Magistrate remanded the case until-day for the defendant to call witnesses.

OPIUM AND OPIUM DROSS.

MORE CASES AT THE MAGISTRACY.

Before Mr. G. N. Orme, yesterday morning, a Chinese was charged with having attempted to export 12 taels of dross opium. The police said that the defendant was searched by Mr. Austin, of the Chinese Maritime Customs, as he was boarding a train for Canton, and the drug was found concealed in his topee.

The Magistrate, after examining the Government Analyst's certificate, said that there was a discrepancy in the charge. According to the Analyst, the drug was Government opium dross and not dross opium.

The police said that that made no difference as opium was not allowed to be exported to China in any form.

The Magistrate consulted the Ordinance and discovered no mention of opium dross in it.

The police accordingly amended the charge to one of unlawful possession of more than two taels of Government opium dross, and the Magistrate convicted and passed sentence of $100 or five weeks' imprisonment with hard labour.

For the unlawful possession, on Hautak wharf, on Thursday afternoon, of 16 taels of prepared non-Government opium, which was found concealed in his girdle, a Chinese was sentenced to a fine of $1,500 or six months' hard labour, by Mr. G. N. Orme, at the Magistracy, yesterday.

MOTOR CAR ACCIDENT.

CHINESE DOCTOR'S SON KILLED.

Much sympathy is felt in the Chinese community with Dr. Kwan Sum Yin, of Caine Road, whose nine-year-old son was run over and killed a few days ago. The lad had just left the house to go to the morning session at the Tsepo School, almost opposite Dr. Kwan's house, when he was knocked down by a motor car, driven by the chauffeur of Mr. D. M. Biggar, manager of the Asia Banking Corporation.

The car was travelling westward very slowly, we understand, and the boy, in crossing to the school door, would go diagonally in the same direction so that unless he looked behind him he would not see the car. There seems little doubt that he ran into the car before the driver could do anything to avert the accident. The child's head was crushed and death must have been instantaneous.

"BOBBED" HAIR FOR WOMEN IN CANTON.

"Before long the Canton barber shops will have to cater for patrons of the fairer sex, as women who deplore the trouble of doing up their hair every morning are now cutting it short like the men," says the *Canton Times*. "It is now considered stylish among ladies to have the hair shortly trimmed. Girl students are also adopting the new style of hair dressing. Not only is it popular in Canton but even in small district towns women are found with short hair. The vernacular press states that some of the ladies in Tung Koon, all of whom are of rich and socially prominent families have cut their hair short and are urging others to do the same."

A JAPANESE GENDARMERIE IN AMOY.

Notwithstanding the repeated protest of the Chinese Government, says the *Chen Pao*, Japan has continued to to organize her police system in Amoy. According to the latest report, Japanese subjects in Amoy through their "Japanese Subjects' Club" are organizing a company of gendarmes, or precautionary troops. Eighty gendarmes have already been recruited, dividing into eight groups of ten each, and the commander of the company takes orders directly from the Japanese Consul. The Chinese local officials have addressed several protests to the Japanese Consulate, and in reply to the last one the Japanese Consul says that his nationals have united to take precautions against local thieves and robbers. Japanese are only adopting measures for self protection, and in the Formosa Club there are no gendarmes at all. However, the Consul says that in order to remove misunderstandings he will order his subjects to disband. The Chinese believe that should the Japanese Consul fulfil his promise some other means will be found to maintain his police and gendarmes in Amoy. The Government has been requested to take steps to prevent it.

A HEUNGSHAN RAILWAY PROJECT.

A company it is stated is being formed with the object of constructing of railway from Canton to Shek-ki, the chief of the district of Heungshan. Plans and estimates have been prepared and application has been made to the Governor of Canton for the registration of the company. The line is intended to pass through the town of Sek Pak, in the Pun Yi district, and the Canton terminus will be at Paak Hok Tung.

TERRIBLE JOHORE TRAGEDY.

F.M.S. RAILWAY SURVEYOR MURDERED.

The jungle near Kulai, in Johore, was the scene of a brutal murder a few days ago, says the Singapore *Free Press*, of June 10th, the victim being Mr. T. H. Darbyshire, an Australian surveyor in the service of the F.M.S. Railways. The body, which was severely mutilated, was discovered on Tuesday, and apparently had been lying in the jungle for two days.

It appears that towards the end of last week Mr. Darbyshire, who is stationed in Johore, went up to Kulai Station, about twenty miles north, for the purpose of survey work in the jungle. He proceeded from the station with about ten Malay coolies, four or five of whom went ahead with provisions, whilst the remainder accompanied Mr. Danbyshire, carrying his baggage.

From the appearance of the scene of the tragedy it is supposed that Mr. Darbyshire was having a meal when his coolies attacked him and killed him, the large number of parang wounds which covered the body, bearing terrible testimony to the brutal manner of the crime. Another victim was the Malay boy of another surveyor, who was working in the district. Robbery appears to have been the motive of the murder. Mr. Darbyshire is known to have had about $800 with him for paying wages, and this, together with his baggage, had disappeared.

When Mr. Darbyshire failed to appear, a search was made for the missing man, but this having no result, the police were informed and on Tuesday his body was found on the jungle track, ten miles from Kulai station, whilst the murdered boy was discovered some distance further on.

The Johore Police have the matter in hand, but up to the present, we understand, no arrests have been made.

Mr. Darbyshire was about 40 years of age, and had been in the service of the F.M.S. Railways for a number of years. He was, for some time, stationed in the Island in connection with the preparatory work for the construction of the Johore Causeway.

The remains of Mr. Darbyshire were conveyed to Singapore and interred at Bidadari Cemetery, a number of railway officials being present at the funeral.

LACE INDUSTRY IN CHINA.

During the last two years the lace industry of China has shown much development, both in the quality and quantity of the manufactures. In 1920 the value of total exports was Tls. 2,678,530 as compared with Tls. 123,438 in 1913. The following table gives the seven years' exports in terms of Hk. Taels:—

1913	123,438
1914	139,842
1915	274,801
1916	438,300
1917	618,411
1918	954,713
1919	2,080,591
1920	2,678,530

THE IMPORT OF GERMAN DYES

A bulletin issued by the Chinese Government's Bureau of Economic Information says:—

German dyes imported in the Spring of 1921 shows an effective trading in this market.

Imported from	Spring, 1921 Hk. Tls.	Spring, 1920 Hk. Tls.
Germany	538,387	No Imports.
U.S.A.	442,893	177,233
Holland	383,861	24,650
England	98,569	41,670
Japan	96,706	113,210
Total	1,560,416	357,663

HEALTH IN THE TROPICS.

DIFFICULTY OF OBTAINING RELIABLE DATA.

One of the greatest difficulties in the way of obtaining reliable data as to the effect of residence in the Tropics upon the health of Europeans is the fact that vital statistics, invaluable as they are in relation to the indigenous population, are a very poor guide when applied to the white population.

In Ceylon, for example, pulmonary diseases account for a very large proportion of the deaths among the natives. So far as Europeans are concerned, however, the proportion of deaths from pulmonary diseases is comparatively small. This, unfortunately, does not imply that Europeans are not affected by these diseases in the same degree as the natives, because a European suffering from serious pulmonary ailment is immediately ordered Home before the disease from which he is suffering has come under the notice of the authorities here. In this way all trace of him, from the point of view of vital statistics is lost, and though he may die from a disease contracted in Ceylon his death is registered in another country.

Dr. Marshall Philip, Medical Officer of Health, informed a *Times of Ceylon* representative that the only useful statistics it was possible to compile in Colombo with reference to Europeans were in connection with enteric. When a European contracted enteric he could not go Home, because the progress of the fever was too rapid. He had to be treated on the spot, and either died, or recovered in Ceylon. The statistics with regard to enteric among Europeans were probably more reliable than any in the Island, owing to the fact that notification was so much better than in the case of the native population.

The result of the general practice of Europeans going Home when their health was seriously affected was a ridiculously low death rate. In view of the reasons stated above, Dr. Philip said, it was impossible to arrive at any very definite idea of the effect of residence in the tropics upon the health of white people. He was, however, convinced that residence in the tropics shortened the life of Europeans. He would put the reduction at about ten

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$15.00 to $25.00 pair.

FAMOUS WHISKIES AT REDUCED PRICES

	Per doz.	Per bot.
ROYAL GEORGE—Extra Special Liqueur	$40	$3.50
DUNVILLES TWO CROWN—Special Scotch	40	3.50
WHITE HORSE CELLAR	44	3.75
NAPIER JOHNSTONE—Square Bottle	44	3.75
PALL MALL—Guaranteed 11 Years Old	45	3.80

For Coast and Ships orders of not less than 1 dozen $12 per case should be deducted from the above prices.

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Late Peak Tram 12.30.
[1075

SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

A MEETING will be held in the BOARD-ROOM of Messrs. JARDINE, MATHESON & Co.'s Office on THURSDAY next, 23RD JUNE, at 5.30 P.M., for the purpose of forming a Hongkong Branch of the Society.
Anyone interested in the Prevention of Cruelty to Animals is cordially invited to attend.
[1076

HONGKONG AUTOMOBILE ASSOCIATION.

MEMBERS are advised that the CAPT. SUPT. OF POLICE has given permission for MOTOR VEHICLES to be left UNATTENDED in the following Streets and Places in KOWLOON.
(1) Middle Road on the South Side.
(2) Mody Road on the North Side between Nathan Road and Cornwall Avenue.
(3) Cromwell Avenue on the West Side.
(4) Salisbury Avenue.
(5) Haiphong Road on the North Side.
(6) Austin Road outside the Kowloon Cricket Club.

F. BEVINGTON,
Secretary.
Hongkong, June 15th, 1921. [1067

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of JUNE, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at Mount Davis in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Sale or Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rental.	Upset Price.
		N.	E.	S.	W.		$	$
Inland Lot No. 3335.	West of Inland Lot No. 2090, Mount Davis.	feet. As per sale plan.	feet.	feet.	feet.	39,000	90	4,000

[1069

G R

SALE BY TENDER OF H.M.S. "CADMUS"

TENDERS are invited for the purchase of the above named Ship with Engines and Boilers and various auxiliary machinery on board.
Full particulars of the Ship, conditions of sale, and permits to view the ship may be obtained on application to the undersigned.
Forms of Tender will be issued on application to the undersigned. A deposit of $100 is required before Forms of Tender can be issued.
The vessel will be on view from the 22ND MAY to the 25th June, inclusive, between the hours of 10 A.M. and 4 P.M., and Tenders must reach the Commodore's Office not later than 12 Noon, on MONDAY, 27th June.

Length over all ... ... 211 ft.
Length between Perpendiculars 195 „
Breadth extreme ... ... 33 „ 6 in.
Depth in hold (Top of Keel to Upper Deck Beam at side) ... 15 „ 3 „
Nominal Displacement ... ...1070 Tons.
Propelling Machinery:—Vertical Inverted Triple expansion (Twin of 1,400 I.H.P.).
Cylinders:—High, Two of 11½"
Low, Two of 29½"
Intermediate. Two of 18"
Stroke 2'0"
Boilers:—Niclausse Water Tube, 4 No

H. G. LOWE,
Naval Store Officer.
Hongkong, May 19th 1921. [971

G. R.

SALE by tender of W. D. Vessel "HERCULES"

TENDERS are invited for the purchase of the above-named vessel with Engines and Boilers and various spare stores.
Tender forms will be issued on application to the undersigned.
Tender forms to reach the Ordnance Office, not later than 12 NOON, JULY 12TH, 1921.
The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in charge Transport, R.A.S.C.
Particulars of the vessel are:—
Steam vessel.

Length ... ... 85 feet.
Beam ... ... 17 „ 2 inches
Depth ... 10 „ 3 „
Displacement Tonnage ...170.
Horse Power ... ...350.
Knots ... ... 10.
Working pressure per sq. in. 150 lbs.
Engines by Cox & Co. Falmouth.
Vessel built at Falmouth.
Construction of vessel. Wood up to water line, iron plated above.
Approximate carrying capacity:—
25 Tons or 100 Passengers.

E. G. SPINKS, Captain,
Ordnance Officer.
R.A.O.C. Depot,

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Boxes CK, KX, LM, LN, LR, LU, LW, MA, MC, 50,

FOR SALE.—TWO, Four Storied Semi-Detached HOUSES in the Central district, suitable for Offices. For full particulars apply to Box MD, c/o *Daily Press* Office. 82

TO LET

FURNISHED or Unfurnished, KELLET CREST. No. 66, The Peak.
Box No. 1050,
Care of *Daily Press* Office.
[1050

TO LET FURNISHED.

FROM June 24th to October 4th. No. 22, PEAK.
Apply—
G. M. HARSTON,
Hotel Mansions.
[1031

FOR SALE.

5-SEATER MAXWELL CAR. Tyres, practically new; Engine just been overhauled, $1,400 or best offer.
Apply—
Box 1058,
Care of *Daily Press* Office.
[1058

WANTED.

ENGINEERING, MACHINERY, & HARDWARE ASSISTANT (Chinese) for outport Agency. Must be good Salesman. Permanent position. Good prospects for energetic man.
Apply giving Age, full particulars of Experience and Salary expected to
Box No. 1035,
Care of *Daily Press* Office.
[1035

THE SHELL TRANSPORT & TRADING CO., LTD.

A FINAL DIVIDEND 5/- per Share, free of Income Tax, has been declared on account of the year 1920. It is payable on the 5th July next, Coupon No. 37.
FOR THE ASIATIC PETROLEUM CO. (S.C.), LTD.,
W. H. BELL.
Hongkong, June 16th, 1921. 1074

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 4372 for 12 old silver shares Nos. 14857/68 now converted into 60 Gold Shares in this Society standing in the name of REV. WILLIAM ROBERTS BEACH (Deceased), late of READING, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead by the Society.
C. MONTAGUE EDE,
General Manager.
Hongkong, May 24th, 1921. 1084

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"YATSHING"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 19th June, will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, June 13th, 1921. [1062

DAIRY FARM NEWS

JUST RECEIVED

GRUYERE CHEESE...$1.30 per lb.
EDAM ... „ ...$3.50 „ ball.
HADDOCKS... ... ... 0.70 „ lb.
KIPPERS ... ... 0.60 „ „

THE DAIRY FARM ICE & COLD STORAGE CO. LTD.
53

PUBLISHED TO-DAY
HONGKONG WEEKLY PRESS.
CONTAINING ALL THE WEEKS LOCAL NEWS

INTIMATION

OLD BROWN BRANDY.

25 Years in wood.

Specially selected for

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS,

Telephone 616.

11

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 18TH, 1921.

THE COAL STRIKE AND TRADE PROSPECTS.

THE cables relating to the ballot which is being taken among the coal miners of Great Britain do not contain much promise of an early resumption of work. So far as the ballot has yet proceeded the result is declared to be overwhelmingly against the acceptance of the latest terms offered to the men, but abstentions from voting are stated to have been numerous and a question has arisen as to whether the two-thirds majority rule means that a two-thirds majority of the whole membership is necessary for a continuance of the struggle, or two-thirds of the actual voters. It is strange that such a question as this should ever have arisen. It ought to have been made perfectly clear at the outset, and if it was not, the natural assumption is that the decision is determined by actual votes. The strike has been going on now for upwards of three months, and its effects have been already disastrous and widespread. Its deplorable influence upon the general trade of the country is seen in the Board of Trade statistics. We have at hand those for the month of April which disclose a decrease of £46,000,000 in exports and £77,000,000 in imports for the month compared with the returns in the corresponding month of last year. The longer the struggle lasts the worse the general business situation must, of course, become. Reuter told us yesterday that Singer's sewing machine works at Clydebank are to close down next week on account of the coal shortage, and that this will render idle ten thousand persons. Doubtless many smaller establishments have found themselves in a similar predicament. Unemployment is extending every week, and the must become the army of unemployed. These men are not likely to be absorbed again in the industries of the country immediately the strike comes to an end, for markets which have been lost to trade rivals meanwhile will need to be recaptured, and that will take time—perhaps a considerable time in many cases. It is impossible to be optimistic about such a situation.

Yet there is a message of hope on the subject among the cables to-day. From several industrial centres of Great Britain the reports "indicate a tendency towards the revival of trade, as the check on production due to the coal stoppage has resulted in the disposal of stocks, thus facilitating a reduction in prices." It is only a few days ago that we heard this view expressed by a competent observer who during the past few months has been touring the industrial centres of Great Britain and acquainting himself with the actual conditions and prospects. Reuter's cable comes as a confirmation of the views expressed to us, and also of the Shakespearian adage that "it's an ill-wind that profits nobody."

Nevertheless, no great advantage can be taken of the tendency towards a trade revival unless the coal strike is speedily settled. The fact that there are now 1,165 ships, having a total net tonnage of 1,707,000 tons laid up in the ports of the United Kingdom is very largely due to the difficulty of getting coal, as well as, no doubt, to the very high price of this commodity at a time when shipping is faced with a very substantial decline in freights and a great scarcity of cargo owing to an unparalleled trade depression throughout the world. This state of things in the shipping world is not due entirely to coaling difficulties. As everybody knows, it is not British shipping alone which is acutely feeling the results of this depression. Nowhere is it felt more than in America, for the United States, at a most inopportune time, has become possessed of one of the largest mercantile fleets of the world. Japanese Shipping is likewise experiencing a slump which has had no parallel in the history of her mercantile marine. It is due to the fact that a large part of the world was so impoverished by the war that trade was bound to be restricted until prices of commodities receded considerably from the high levels reached during the war. If a result of the strike among the coal miners of Great Britain has been, as the cable states, to facilitate the fall in prices in the greatest trading country of the world, then there would seem to be hope for such a revival of trade as the cable foreshadows. It is devoutly to be hoped that it may be so.

The road to Castle Peak through Lai Chi Kok is now open for traffic again, after the recent landslides.

The Hon. Mr. P. H. Holyoak and Mrs. Holyoak are returning to the Colony by the *Empress of Russia* this morning.

It is proposed to form—or revive—in Hongkong a branch of the Society for the Prevention of Cruelty to Animals. An advertisement on the subject appears in the first column of this page.

The Chinese steamer *Kong Chow*, plying between Hongkong and Wuchow, foundered and sank, the other day, near Tak Hing. Fortunately another steamer rescued all the passengers and no lives were lost. The cargo on board the steamer, however, could not be salved.

A Chinese, apparently of unsound mind, was taken, on Thursday, to the Government Civil Hospital, suffering from the effects of an immersion in the harbour. He was stated to have jumped into sea from the J.C.J.L. s.s. *Tjiboda*, as she was leaving Hongkong.

The typhoon which was signalled on Thursday and Friday, and which the Observatory report describes as of feeble intensity, apparently struck the land in the vicinity of Pakhoi. The other typhoon mentioned in the Manila Observatory cable is considerably east of the Balintang Channel.

Archbishop Mannix, the Roman Catholic Archbishop of Melbourne, who was refused permission to land in Ireland some months ago because of his pronounced sympathy with Sinn Fein, is expected to reach Hongkong next Thursday on the N.Y.K. steamer *Kleist*, from England. We understand that a Committee has been formed by the Roman Catholic community, with Colonel Bowen, A.P.D., as Chairman, to welcome the Archbishop.

The German representative at Peking, Herr von Borah, has given to the representative of a Chinese News Agency a glowing account of the recovery of German trade in many countries of world. Germany's commercial prosperity can easily be restored, he said, if she is able to get the necessary supply of raw materials.

The tenants of the houses in Broadwood Road and Broadwood Terrace, recently sold by the Hongkong Land Investment Co., Ltd., to a Chinese syndicate, having received notices to quit the premises, have petitioned the Government to secure them against ejectment before they are able to secure other premises. The petition suggests that a landlord should be required by law to find other quarters for his tenants before serving notices to quit. About twenty families are affected by the transfer of this property.

A Chinese paper says:—The laying-out of cotton experimental stations in the provinces of China is proceeding. The station in Kiangsu covers an area of 480 mow and further expansion is expected in the autumn. At Chenchow, Honan, a piece of ground covering 230 mow is devoted to this purpose. Mr. Sun En-ling, M.A., is to undertake an investigation later in the year in connection with the movement, and, if necessary, he will give demonstrations on modern cultivation and fertilization methods.

The Chinese General Chamber of Commerce of Tientsin, the Asiatic News Agency says, has reported to the Ministry of Agriculture and Commerce to the effect that through its persuasion and in order to meet the wishes of the British and American Consuls, the Chinese piece-goods firms have agreed to appoint representatives to meet representatives of the British and American firms for discussion with a view to devising ways and means for the early settlement of their disputes. The Chinese piece-goods merchants of Tientsin still owe half of a million pounds sterling to Anglo-Saxon firms. Mr. C. Y. Sun and other prominent merchants are acting as medintors in the hope of bringing the commercial dispute to an amicable and satisfactory close.

TYPHOON WARNING.

The following telegram was received by the American Consulate-General, from the Manila Observatory at 11.45 a.m., June 17th:—

Typhoon is about 131deg. Long. E. 21deg. Lat. N., inclining Northward.

THE "WENATCHEE."

ENGINE TROUBLE IN THE INLAND SEA.

AN EXCITING MELEE AT KOBE.

The *Wenatchee* had engine trouble in the Inland Sea and was towed to Kobe by a tug sent from the Mitsui Dockyard at Uno. The *West Ison*, of the Struthers & Dixon line, had also been dispatched from Kobe to the *Wenatchee's* assistance and stood by until the big ship entered Kobe. Her repairs were expected to take four days.

A Kobe dispatch to the *Japan Advertiser* dated June 7th says:—

The arrival of the Admiral Line steamer *Wenatchee* here this morning, two days behind schedule owing to engine trouble, was attended by some excitement, when a score of American sailors and several scores of Japanese coolies fought at the liner's gangplank. Two of the Americans and three of the Japanese were injured.

A large number of Japanese coolies tried to push their way on board the *Wenatchee* as soon as her gangplank had been let down. They were a disorderly mob, according to the accounts of practically all eye witnesses. The American sailors in charge of the gangplank shouted to the coolies to wait until all the passengers had landed. The Japanese not only continued to block the passageway, but tried to force their way on to the boat. The Americans resisted and the fighting began.

The battle ended only when the Americans were ordered by their officers to withdraw on board the vessel. One of the American had his left arm severely bitten by a Japanese, who in turn had his jaw broken. Another American suffered injuries to one of his hands. The injuries of the other Japanese were slight. Many of the Japanese fought with clubs and shovels, but inflicted little damage.

Passengers on the *Wenatchee* and others who saw the fray say that the Japanese were entirely to blame. The coolies who took part in the fight were not those employed by the Admiral Line, but others who had mingled with the Admiral Line's *employés* and tried to embark on the *Wenatchee* merely out of curiosity.

Arrangements are being made here to settle the trouble peacefully, as Captain Guptill of the *Wenatchee* and Mr. Hanscom, the Kobe agent of the Admiral Line, are anxious to have no trouble.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ANGLO-JAPANESE TREATY AND CANADA.

LONDON, June 17th.

The Canadian Premier, Mr. Meighen, who has, so far, been reticent as regards Canada's attitude towards the Premier's conference, interviewed regarding the Anglo-Japanese Alliance, declared guardedly that the question of the renewal of the Alliance was of the utmost importance to Canada, which stands between Great Britain on the one hand and the United States on the other.

DAVIES CUP FAR EASTERN COMPETITORS.

NEW YORK, June 17th.

The Phillippines Davis Cup Team has defaulted, owing to inability to reach the United States on July 20th.

Japan play in the second round, at Minneapolis, against the winner of the Belgium—Czecho-Slovak match.

INDIAN STUDENTS IN JAPAN.

LONDON, June 16th.

In the House of Commons Col. Yate asked what arrangement had been made to meet the financial difficulties of Indians studying Japanese in Japan owing to the inadequacy of salaries at the present rate of exchange.

Mr. Montagu replied that he was at present discussing with the War Office and the Admiralty concessions additional to those sanctioned last December.

FUTURE OF THE CROWN COLONIES.

MR. CHURCHILL AND "THE MAN ON THE SPOT."

LONDON, June 16th.

Presiding at a dinner of the Corona Club, which was attended by three hundred Colonial officials, Governors and ex-Governors, Mr. Churchill dwelt on the great undeveloped resources of the Crown Colonies, and referred specially to the magnificent gift of the battleship *Malaya* and her part in the battle of Jutland. Mr. Churchill spoke of the great value of personal discussions wherever possible, but in the main those on the spot must decide on necessary action. The Empire could not be governed from Downing Street. The future of the Crown Colonies was bright. He hoped it would be possible to make a consortium of credits between many of the Crown Colonies to secure loans on a wider basis. Nothing would be lacking on the part of the Colonial Office to show that that Department was a fellow-servant in the same cause with those who were keeping the honour of the Empire unstained.

CROWN PRINCE OF JAPAN.

WITH THE DUTCH ROYAL FAMILY.

THE HAGUE, June 16th.

Prince Hirohito and Prince Kanin arrived here and were received with military honours. The Japanese Anthem was played, and, amid an enormous crowd, the Prince drove through the gaily-decorated streets to the Palace. Prince Hirohito visited the Queen-Mother, and dined with the Queen-Mother, Queen Wilhelmina, and Prince Henry. His Imperial Highness then accompanied Prince Henry to a brilliant reception and ball at the Foreign Ministry, to which five hundred of the *elite* had been invited.

At Amsterdam the Municipality entertained Prince Hirohito and Prince Kanin to tea at the Bourse, which was attended by a large and representative gathering. The Burgomaster, in a speech, pointed out that since September, 1920, no Japanese vessels had enterd Amsterdam, but hoped that the new Holland-Far East Line would lead to a revival of the former flourishing Dutch-Japanese trade.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

AMERICAN LABOUR.

ATTITUDE TOWARDS REVOLUTIONARY ACTIVITIES.

DENVER, June 17th.

The American Federation of Labour has sent a letter to the International Federation of Trades Unions strongly denouncing the latter's request for the former's reconsideration of withdrawal from affiliation. The letter refers to the International Federation's alleged revolutionary activities, and declares that American labour does not accept the International Federation's declarations as truly expressing the views of the whole European Trades Union movement.

DEMPSEY-CARPENTIER FIGHT

CHAMPIONS IN TRAINING.

ATLANTIC CITY, June 17th.

Dempsey, wearing a special head-gear to prevent the re-opening of the gash on his left eye, resumed sparring with two light-weights. He is not at present risking bouts with heavy-weights. The champion worked for 40 minutes in a blazing sun in an open arena, which will be the probable conditions in the contest on July 2nd.

At Manhasset, Carpentier permitted Jeannette to beat a tattoo on the abdomen, in order to "assimilate" punishment. Afterwards, he sparred four rounds with Denis, Journee, Gans and Jeannette, with satisfactory results.

CREDITS SCHEME AND INDIA.

INDIAN GOVERNMENT'S STATEMENT.

SIMLA, June 17th.

The Government of India has dissociated itself from Sir P. Lloyd Graeme's remarks, in the House of Commons, as to the reasons why the credits and insurance scheme was not extended to India. The Government of India states that it only desired, and agreed to, India's exclusion, because the scheme would not benefit trade.

[Sir P. Lloyd Graeme stated that the scheme was not extended to India and the British Possessions in the Far East, owing to conditions under which outstanding obligations had not been fully honoured. It was undesirable, he further said, that credit facilities should be extended if they in any way prevented traders from discharging their full obligations. The decision as regards India and the Far East, he said, was taken after consulting the bankers, the India Office and the Colonial Office. The scheme will not be extended to those quarters until the conditions were such as would obviate these differences.]

HAMBURG-AMERIKA LINE.

PROSPECTS OF REBUILDING FLEET.

NEW YORK, June 17th.

Herr Cuno, a Director of the Hamburg-Amerika, on leaving for Europe declared that the line would rebuild in five years, approximately, a third of its pre-war fleet, consisting of modern 5,000 and 10,000 tons freighters, and two 22,000-ton steamers for the Atlantic passenger trade.

QUEENSLAND COTTON.

FLATTERING REPORT BY MANCHESTER CHAMBER.

LONDON, June 17th.

In the course of yesterday's meeting of the World Cotton Conference, at Manchester, Mr. Hunter, Agent-General of Queensland, stated that the Manchester Chamber of Commerce has given a flattering report on a sample of Queensland-grown cotton. Mr. Hunter was convinced that Queensland, with its fifty million acres, was capable of producing cotton of the quality required by Lancashire.

EARLIER CABLES.

FRENCH DRAMATIST ELECTED AN "IMMORTAL."

PARIS, June 16th.

The well-known playwright, M. Deflers, has been installed a member of the Academy.

REVIVAL OF TRADE.

INDICATIONS IN UNITED KINGDOM.

LONDON, June 16th.

Messages from Birmingham, Manchester, Cardiff, Glasgow and other industrial centres indicate a tendency towards a revival of trade, as the check on production, due to coal stoppage, has resulted in the disposal of stocks, thus facilitating reduction of prices. There is a corresponding exhaustion of stocks in many foreign markets, notably in textiles in China, from where large orders are now expected in Lancashire, while there have been numerous enquiries in Cardiff from Italy, Spain and South America for Welsh coal.

MINERS' STRIKE.

ISSUE DOUBTFUL.

LONDON, June 16th.

While the miners' ballot so far is overwhelmingly against the acceptance of the owners' terms, the issue is doubtful owing to the two-thirds majority rule. There is, also, a question whether stoppage will be terminated by the failure to obtain the two-thirds majority of the whole membership for a continuance of the struggle or of the actual voters.

BIG ADVERSE MAJORITY.

LONDON, June 16th.

The figures of the miners' ballot so far show a surprisingly large majority against acceptance of the owners' proposals, but indicate numerous abstentions. In some districts only a third voted.

A number of miners in the Midlands resumed to-day without awaiting the result of the ballot.

FINANCE BILL.

RESOLUTION TO REDUCE TEA DUTY DEFEATED.

LONDON, June 16th.

The House of Commons, in the course of a discussion on the Finance Bill, rejected, by 174 votes to 69, an amendment to prevent the reimposition of Imperial preferential rates on certain articles, and also rejected, by 199 to 69, a Labour motion reducing the tea duty.

Sir Robert Horne pointed out that the abolition of the tea duty would only mean a reduction of four points in the index figures of the cost of living, and would involve a loss of £16,000,000, which the country could not afford.

SHIPPING SLUMP.

EFFECT IN UNITED KINGDOM.

LONDON, June 16th.

In the House of Commons, at question time, Sir W. Mitchell-Thompson stated that 1,165 ships, of the total net tonnage of 1,707,000, were laid up in the United Kingdom on April 30th.

RUBBER COMPANY'S FAILURE

DEFICIT OF £2,374,000.

LONDON, June 16th.

The Receiver, presiding at the meeting of creditors in connection with the compulsory liquidation of the United Malaysian Rubber Company, announced that the total deficit was £2,374,000. Failure was attributed to losses on trading at Singapore early in 1920.

AUSTRALIANS' RECORD SCORE.

FRY PLAYING FOR HAMPSHIRE.

LONDON, June 16th.

In glorious weather, before seven thousand people, the Australians, batting on a fast and perfect wicket, scored 708 for 7, when they declared. This is the highest total any Australian side has made against any county, the previous best being 643 against Sussex in 1882.

Taylor made 142 by excellent cricket. He was, however, missed when three. Ryder and Hendry scored 76 and 53 respectively.

Hampshire replied with 280 for 6, Fry scoring 59 by classical cricket, but giving only a glimpse of his former greatness. Mead registered 113 not out, by spirited play.

COUNTY CRICKET.

LONDON, June 16th.

Kent beat Worcester by 282 runs.

IMPERIAL CABINET.

PROBLEMS TO BE DISCUSSED.

LONDON, June 16th.

Though there has been no official announcement on the subject, the newspapers declare that it has been definitely decided that Mr. Lloyd George and the Dominions' Premiers will not attend the State opening of the Ulster Parliament. With the opening of the Imperial Cabinet already postponed and the Dominion Ministers anxious to return as soon as possible all the energies of the delegates will be absorbed by the momentous discussions next week.

Mr. Lloyd George is much stronger as a result of a rest in Wales, which he took in order to be secure against the possibility of a breakdown when presiding at the sessions, as he intends to do daily, of the Imperial Cabinet.

Mr. Meighen has been silent since his arrival, saying that he must first get into touch with the Canadian officials in London and the British authorities, but the utterances of Mr. Hughes and Mr. Massey indicate that the Anglo-Japanese Alliance, in which Canada is most interested, will be one of the chief topics of the conference, involving, as it does, the whole question of Imperial defence, Anglo-American relations and the "White Empire Policy."

On the other hand, the Indian representatives profess indifference towards the Alliance, except as it affects India's defence. This was emphasised by the Maharao of Cutch yesterday. Mr. Sastri was interviewed to-day. The latter emphatically declared that the burning question in India was not Imperial defence, the Anglo-Japanese Alliance nor foreign policy, but equal rights for Indians within the Empire, on the equitable settlement of which the future in India might depend.

ARMS FOR BELFAST.

DISCOVERY BY ENGLISHMAN ON SHIP.

NEW YORK, June 16th.

The Customs authorities have seized six hundred machine-guns and much ammunition material aboard a steamer loading at Hoboken for Belfast. The arms were wrapped in sacking and smuggled aboard at night from launches, but were discovered by an English member of the crew.

AFFAIRS IN EAST.

LORD CURZON GOES TO PARIS.

LONDON, June 16th.

Lord Curzon is going to Paris on June 17th to confer with M. Briand in regard to affairs in the East. It is expected that the Italian representative in Paris will take part in the conference.

LEAGUE OF NATIONS.

ATTITUDE OF AMERICAN GOVERNMENT.

WASHINGTON, June 16th.

The American Government will not participate in the meeting of the Council of the League of Nations at Geneva on June 17th.

FORD FIRE.

SHOWROOMS DESTROYED IN BOMBAY.

BOMBAY, June 16th.

A fire has almost entirely destroyed the offices and show-rooms of the Ford Automobiles (India), Ltd. The damage is estimated at Rs. 1,000,000.

LATER.

All the cars were saved.

ANGLO-DUTCH RELATIONS.

LONDON UNNIVERSITY MOVEMENT.

LONDON, June 16th.

The movement undertaken by the University of London to strengthen educationally the ties between Britain and Holland are sufficiently advanced to allow of the appointment of a Professor and Reader in Dutch Studies in London. The University aims at a fund of £35,000, of which £21,000 has so far been collected.

LIFE AT VLADIVOSTOCK.

The *Japan Chronicle* prints a lengthy letter written by a recent visitor to Vladivostock, from which we make the following excerpts:—

LOW PRICES.

I suppose you still read in the papers about starving Russia and blood-curdling tales, not omitting stories of the nationalisation of women. As far as Vladivostock is concerned, you may take it from me it is a lot of nonsense. Food is reasonable in price, and wonderfully cheap compared with Japan prices; further, it is in abundance, and if you looked into the window of a pastry shop, you would think you were gazing at that famous patisserie in Oxford Street (I forget its name though I remember its wares). Other commodities are also abundant, such as boots, clothing (ready made), underwear. A suit costs about Y.40 to Y.60, as against prices in Kobe of Y.100 to Y.120. I notice the Russians always ask for roubles or kopeks, but expect you to understand that payment is to be made in yen: nobody will accept paper roubles, although silver kopeks are taken. Gold money I saw nowhere. True, it is not safe to venture out after dark, and this especially refers to ill-lighted streets, and as there are but two main streets in Vladivostock one cannot go far in the evening. There seem to be no waterworks and water is transported in barrels; it is not safe to drink except after being boiled; one always drinks tea, in true Russian style, with lemon and milk, not only at meals but during office hours in all houses I had occasion to visit.

THE LANGUAGE QUESTION.

I found that there is more German spoken than any other language except Russian. With German, French, and a little Japanese one can get on marvellously, both in business and outside. English one does not hear so much, and there are very few Britishers about, as far as I could see. Means of transit are plentiful. There are trams (rather crowded and small), small motor-buses and the droshkies in abundance. The latter are the most interesting of all: picturesquely dirty (but more inviting than a 'rikisha) the drivers with shaggy fur caps and collars, shaggy heads and whiskers (the red-haired look all afire). Going at full speed over the cobble streets is quite exciting, and good exercise for the bones! There are a considerable number of beggars, and it is not safe to go out after dark, as hardly a night passes without there being some victim to shooting or the sandbag. I do not think this is due so much to Bolshevistic thought or action as to the extreme poverty which drives people to acts of desperation.

DISLIKE OF JAPANESE.

There is but one station in Kitaskaya, facing the British Consulate. Its impressive beauty is hardly diminished by the marks of bullets, of which it bears many. Whenever there is a fight or disturbance it is always there, as there are always troops (Semenoff's and Koltchak's) outside Vladivostock, waiting for a chance to make a *coup*. Altogether Vladivostock is not such a bad place as is generally supposed; in fact, with no plague and a stable government it could be a wonderful city for commerce and a "London" of Northern China and Siberia, not only as entrepot but also in social pleasures. Interference by and the presence of foreign troops would first of all have to be done away with, although, it must be admitted, that with the continual changes of Governments and general restlessness, the presence of Japanese (as far as I could see) keeps some sort of order, although if perhaps left by themselves entirely the Russians might maintain still better order, having had no chance as yet to show what they can do. The Japanese are everywhere in the town, as well as outside; and wherever there is a Japanese flag, there is a Japanese soldier with rifle and fixed bayonet. All wear masks, even Japanese civilians, and they look quite picturesque marching and drilling up and down the main streets. I was told that Russians do not mind leasing the buildings, as their presence gives protection. This is from one party: from another there is quite the opposite tale, that Japanese take what buildings they like, *nolens volens*, and are not extra quick in paying up. That the Russians dislike the Japanese there is no doubt, but as far as I can judge from various opinions I heard both in Vladivostock and *en route* for Harbin, they are not very keen on any of the other Allies, but as one Russian expressed it, "are beginning to like themselves."

PRICKLY HEAT.

(Like Chu-Chin-Chow, Still Tickling The Public Fancy.)

I sit and scratch like a hopeless loon
From rise of sun till set of moon:
Scrabble and scratch my skin away,
Scrabble all night and scrabble all day,
And I sing, as I scrabble, this doleful lay:

The better I scratch, the worse I feel,
For the "uppers" come off and the things won't "heal";
Yet worst of all is that six-inch patch
In the small of the back where I can't scratch!

Prince and Commoner, poor and rich,
Each and all have prickly itch;
Why then worry what lies before,
Life can hold nothing worse in store.
I sit and scratch like a crazy loon,

From rise of sun till set of moon:—
Scrabble and scratch—North, East, South, West.
Forearm, forehead instep, chest,
And I sing, as I scrabble, "Oh, Damn this Vest"!!
Cantor in the *Times of Ceylon*.

THE FAR EASTERN GAMES.

SOME THOUGHTS ON THE WEEK.

Much interest was evinced by the hundreds of thousands of spectators who attended the Far Eastern Olympic Games at Hongkew Park throughout last week says the *N.-C. Daily News* of June 8th. With the exception of Monday and Saturday, the weather was excellent but the heavy downpours on these two days did not in the least dampen the ardour of the crowds.

The athletes were in excellent condition and competition was very keen, but friendly. A number of records were broken, a list of which is given below.

In the field and track events the Filipinos easily came first, with Japan second and China a poor third. The same thing happened in the swimming baseball, tennis and the Decathlon.

Japan's chief victory was in the distance running.

China won most of the games, such as football, volleyball, basketball, as well as the Pentathlon.

A FINE SPORTING SPIRIT.

Excellent sportsmanship was shown throughout the Games. Japanese, Filipinos and Chinese all cheering for the winner and for the loser, regardless of his nationality. Athletics and all round sportsmanship in the Far East are certain to gain much stimulus as a result of these sports. Whatever political feeling, there was not the least sign of letting matters of that sort interfere in the Games.

The Philippine athletes were out to win—and win they did. They carried back to their homes the honours which they deservedly gained together with the best wishes of their beaten competitors. Their superiority both in field and track athletics was marked and showed that great pains had been taken by their coaches in training the men for the Games, and that the men themselves did not loaf when undergoing their rounds of training.

The good sportsmanship of the Japanese athletes and spectators was generally remarked. Regardless of who won or who lost, the Japanese were the loudest in their yells for "China," "Philippines" and for "Nippon." Japan is developing some first class athletes who should prove to be dangerous opponents of the Philippine athletes in later Games. She has already shown in these Games that her distance men are far better than those of any other country in the Orient. Their endurance is simply marvellous. In swimming Japan shows strides which are unbelievable.

CHINA NOT ENOUGH TRAINED.

China's trouble was that she did not train up until a few weeks before the Games. This is a great fault not only in Chinese athletes but in nearly everything else Chinese. It is not surprising then that China should lose to better teams. She has no excuse to make and has only herself to blame. It must, however, be said that she can lay part of the blame on the students who, when they struck from their classes, let go their athletics also. In football and volleyball, the players of which teams came from the South, China proved her superiority over the other countries. She did not have any difficuty in retaining the football cup which she won at the very inception of the Games. And she deserved her victory in volleyball. Her fight with the Philippnes for the championship in this line was hard and close but she eventually proved victor after losing one game in three, the last of which was 21 to 16 in her favour—a very close score. In basketball the North China team, which represented this country, played too much of an individual game and were inclined to let the other fellow do the work, a dangerous practice.

SOME INDIVIDUAL CHAMPIONS.

Taduran, of the Philippines, deserves much praise in winning the Decathlon championship, beating Chu En-te, who has held the championship ever since 1917, by more than 50 points.

Tu Jung-tang, who came second in the Pentathlon championship in Manila in 1919, Chu En-te coming first, won first prize this year, as well as winning for China first place in the discus throw. Sano, a Japanese athlete, won second place in both the Pentathlon and Decathlon championships.

Catalon of the Philippine Islands is probably the best short distance runner that the Far East has produced up to the present. He is followed closely by Castellon, a fellow countryman who took two second places in two events where Catalon ran home first.

Gil Fargas has once more proved himself to be the champion of the Far East in tennis by winning the singles and doubles.

"JOB'S DAUGHTERS."

MASONIC ORDERS FOR GIRLS.

In many countries an order for women, which works under the patronage of Masonic lodges, is in existence, and is known as the Order of the Eastern Star. There are no chapters of the Order in England, but many have been established in Scotland and are in a flourishing condition. This Order, in conjunction with members of the Masonic Order, has now created an organization for girls between the ages of 13 and 18, which is to be known as the Order of Job's Daughters.

It has been instituted to band together the daughters, sisters, nieces, and granddaughters of Freemasons and members of the Eastern Star for the betterment of social conditions and the teaching of practical duties. The girls will be impressed with the love of home and country and reverence for the teachings of the Bible. The headquarters of the organization will be in Canada, but Bethels, as the lodges are to be called, will be established in every country where the Eastern Star Order exists. The ritual is based on the life of Job recorded in the Old Testament. Music is liberally scattered through the initiatory work, and all is designed to appeal to the younger generation.

LIFE SAVING AT SEA.

BUOYANT APPARATUS ADVOCATED.

On the subject of saving life at sea, one of the speakers at the Institution of Naval Architects pointed out that this did not always depend on the number of lifeboats a vessel carried, and cited what had happened in the case of the *Titanic*, *Empress of Ireland*, and *Lusitania*.

Mr. E. W. Blocksidge (Lloyd's Register) gave a brief account of the various regulations in operation during the past seventy-five years for the purpose of securing the safety of the passengers and crews of vessels of the British Mercantile Marine. The consensus of opinion among Mercantile Marine Officers and ship-owners confirmed, he said, the views of the naval architect that the requirements of the regulations now in force as they affected the large passenger vessels, particularly those of the "mixed" type, made it practically impossible for the whole of the lifeboats to be launched in a reasonable time owing to the restricted number of davits at the ships' sides limited by the length of the vessels. While it was quite natural for passengers to desire to secure a seat in a boat in case of emermency, more attention might be given to buoyant apparatus, which could be readily transferred overboard, more particularly if an excess of such apparatus were provided. The record of large casualties at sea in recent years proved that in each case it was not possible to utilise the available life-saving accommodation owing to lack of appliances which would ensure speed and safety in the launching operation.

"TITANIC" AND "LUSITANIA."

In the case of the *Titanic*, lost in mid-Atlantic in April, 1912, twenty lifeboats were carried, giving seating accommodation for 1,178 persons, or 53 per cent. of the total number on board. Sufficient life-jackets were provided for all persons. The total number of persons on board was 2,201 and the total number saved was 703, equal to 80 per cent. of available accommodation in the boats. The loss was 68 per cent. of the total number of persons on board. The vessel remained afloat after collision with an iceberg for two hours and a half. Eighteen lifeboats were lowered from the davits, the last boat being launched overboard two hours after the collision. Neither emergency rafts nor buoyant apparatus were carried. The *Empress of Ireland*, sunk in the river St. Lawrence as the result of collision in May, 1914, carried 36 lifeboats, giving seating accommodation for 1,560 persons. At the time of the disaster there were 1,477 persons on board, and the loss of life was 1,102, equal to 68 per cent. of the total number of persons on board. Only six lifeboats were successfully launched, and neither rafts nor buoyant apparatus were carried. The *Lusitania* was torpedoed off the south coast of Ireland on May 7th, 1915, and sank in less than twenty minutes. She was provided with "boats for all" having accommodation for 2,605 persons and 48 lifeboats. She carried a total of 1,959 persons. The total saved was 761, equal to only 29 per cent. of the available seating accommodation in all the boats or 57 per cent. of the seating accommodation in the boats actually attached to the davits. The total loss was 61 per cent. of the number of persons carried on board. The large loss of life was in some measure due to the lack of apparatus which could be quickly transferred from the vessel to the water providing temporary shelter until the arrival of assistance. Lord Mersey's report on the loss of the *Empress of Ireland* strongly advocated the provision of buoyant apparatus on all passenger vessels.

The installation of radio-telegraphy on board cargo and passenger ships, apart from the important question of bulkhead division formed one of the greatest safeguards to navigation.

Captain Young (Board of Trade) defended the regulations of the Department, and declared that, though buoyant apparatus had undoubtedly been the means of saving many lives in cases of sudden emergency, they had also been the means of drowning many people who by trying to climb on the top had caused them to capsize. Therefore, it was necessary to have open boats in the water at the same time as the buoyant apparatus.

Sir John Bylee, speaking as Chairman of the International Life-saving Appliances Committee, contended that, in view of the continued development of life-saving appliances, the modifications suggested by Mr. Blocksidge were not worthy of serious consideration.

THE NEW INDIAN ARMY.

POSITION OF ANGLO-INDIANS.

SIMLA, May 20th.

The units of the Anglo-Indian Force which were raised for service during the Great War have now been disbanded, and the question of the future employment in the British Army and the various administrative services in India of Anglo-Indians and domiciled Europeans has been under consideration by the Military authorities. Under the existing regulations men of European parentage are eligible for enlistment in the fighting arms of the British Army, while the assistant surgeon class employed in British station hospitals is at present recruited from the Anglo-Indian community.

Although the retention of separate Anglo-Indian units of artillery, cavalry and infantry is not contemplated, it is proposed in future to provide further openings for suitable members of the community in the signal service, in light armoured motor batteries, and with coast artillery, also to open to them recruitment in the S. and T. Corps (including the mechanical transport) Remount, Veterinary and Ordnance services, either by forming small local sections in these services, or by establishing a miscellaneous list from which men would be attached as required to the above services. The terms of enlistment and rates of pay would be the same as those in force in the British Army for men similarly employed. Recruitment would be carried out by the ordinary military recruiting staff, who would accept men only on the recommendation of the Association representatives who are appointed by the President and must sign as such.

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SIT-ON-THE-KERB CLUB.

NEW UNDERGRADUATE DIVERSION.

CAMBRIDGE, May 1st.

A crowd of undergraduates, many townsmen, and countryfolk had a joyous time at Cambridge yesterday inaugurating the "Cambridge University Pavement Club."

A cryptic announcement appeared on Friday describing the formation of the "club," the object of which, it was stated, was "to lend verisimilitude to the rapidly disappearing illusion that university life is a life of leisure."

The announcement added:—

"Facilities will be offered to members of the club at noon on every fine Saturday of the Easter term for the pursuit of entertainment, quiet conversation, and the reading of newspapers aloud. The club will meet on some choice and central pavement, and the sole condition of membership is that all members shall sit while meeting. This will be appreciated by all who realise the truth of the classical statement, 'Sitting is the seat of all enjoyment.'"

ORGAN OBLIGATO.

An invitation was issued to undergraduates and their friends to attend at noon on Saturday at King's-parade to hear the "organ recital" which would inaugurate the club's activities.

"Saturday was a glorious day, and at ten minutes to twelve a piano organ was wheeled up opposite King's College and melodies were played until the police ordered the organist to move on. A great crowd of undergrads had assembled by noon. Many of them solemnly sat down on the pavement in a long line, and producing cards, marbles, and tiddley-winks, began games and conversation.

A proctor and bulldogs appeared and had a busy few minutes taking the names of the undergraduates. The proctor was courteously received, but as soon as he was gone the undergraduates sat down again and continued their games.

These proceedings went on till a voice from an adjoining house moved that

"The proctor forthwith be elected president of the club."

This resolution was carried, and the undergraduates sang "Auld Lang Syne," romping round with linked hands, and then dispersed. They promise to return to a picnic lunch next Saturday.—*Daily Express.*

NEW OCEAN TERROR.

OFFICIAL YARN SPINNER ON LATEST AMERICAN LINER.

When the officers and crew of the first United States Mail liner signed on for their first trip to Europe, among those present will be an official spinner of yarns.

The correct title of this new transatlantic terror is "a professional entertainer who must have an inexhaustible stock of good stories.

Every seafaring man approached by a *Daily News* representative from Cockspur-street, Pall Mall, to Wapping smiled at the idea. "When a steamship company has to find its own professional entertainer," said one of the new generation of sea-dogs in Cockspur-street, "it simply casts a reflection on the social accomplishments of its own first-class passengers.

"Our company always leaves the yarn-spinning to the passengers themselves, and, as a rule, there is always plenty of talent on board. If everything else fails we can always fall back on the purser, who is generally capable of entertaining the passengers with good racy stories."

The American yarn spinner will require a repertoire suitable for rough and calm weather. It will have to be extensive enough to last at least a whole week, not counting matinees for the children. He must be able to amuse the passengers assembled in the saloon after dinner with Christmas and New Year stories, funny stories, detective stories, ghost stories, recitations of all kinds, and the latest music-hall jokes from London, Paris, and New York.

He will have to play the piano, and may be called upon to sing or do a few conjuring tricks. He will have to be equally at home in the Children's Nursery, the Smoke Room, the Drawing Room, and the Library, and he must be able to speak correctly English, Scotch, Irish, Welsh, Cockney, Parisian, Lancashire and Yorkshire, and probably a bit of old Kentucky. Also, he must never tell the same joke twice on one voyage.

SEEING THE PINCH.

X RAYS AS AN AID TO A PERFECT FIT IN BOOTS.

The old-style boot-shop assistant is *disappearing*. He used to say.

"Just walk about a little on that, will you, madam? Does that pinch?"

The ultra-modern, however, says: "Would you like to see your feet?" and leads his customer to the X-ray box.

Messrs. Daniel Neal & Co., of Kensington, have just installed an X-ray apparatus for their customers. It consists of a large box underneath which is the X-ray tube in a lead-lined cabinet. This is covered with an aluminium plate, on which the feet are placed.

The instrument gives a clear picture of the bones of the front portion of the feet in relation to the welt of the boot or shoe, and the scientific boot assistant can thus achieve a perfect fit without any danger of contradiction.

A *Daily News* reporter found the new toy the centre of delighted youngsters and customers.

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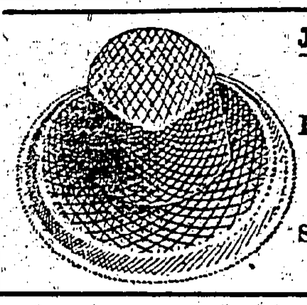

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YOKOHAMA MARU	Thursday,	23rd June, at 11 a.m
KLEIST	Friday,	24th June, at 11 a.m.
YEBOSHI MARU	Sunday,	3rd July
MISHIMA MARU	Thursday,	7th July, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 232 & 233. S. YASUDA, Manager.

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FOR HAIPHONG via Pakhoi
S.S. "HOZUI MARU" ... ... on or about 23rd June.
FOR KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" ... ... on or about 23rd June.

For further particulars, please apply to—
M. KOBAYASHI,
AGENT,
Top Floor, King's Building,
Tel. No. 140.

Branch Office,
No. 37, Bonham Strand, West,
Tel. No. 155.

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BISHOPS SUPPORT MINERS.

THE HUMAN ELEMENT.

"There is a far greater number of people to-day who refuse to be treated any longer as hands—they want to be treated as humans. . . . It ought to be impossible in 1921 that a great body of men, if they are mainly in the right, should be beaten back to work merely by the force of starvation."

These and other outspoken utterances were the outstanding feature of the resumed debate on the industrial crisis in the Upper House of Convocation, at Church House, Westminster, on April 28th.

The subject was introduced at the opening session by the Bishop of Lichfield, who proposed a resolution welcoming, as to the miners, the desire that the strong should help the weak, and, on the part of the mineowners, a frank recognition that a living wage should be regarded as the first charge on the industry, and also their willingness to forgo profits during the present period of stress.

The Bishop of St. Albans hoped very much that the assembly would pass the resolution unanimously. The gravest mistake made was the flat refusal of the Government to consider even the question of what was called the national pool. Whatever was meant by national pool, it was a question that might be considered. But because it seemed to cut at the root of the present system they would not even consider it. He believed the system had broken down, particularly in what were called the key industries. The vast majority of people essential to the coal industry were hopelessly discontented with the present system. They had had fifty years of education, it had made people think. There was a far greater number of people to-day who refused to be treated any longer as hands—they wanted to be treated as humans. They wanted a share in the control of the policy of industry. It ought to be impossible in 1921 that a great body of men, if they were mainly in the right, should be beaten back to work merely by the force of starvation. He hoped those present would go back to the dioceses and show that they wanted to back up those men and demand that the whole question should be gone into without prejudice.

The Bishop of Southwark said he was frankly increasingly in sympathy with the miners. Of course, at the outset, they lost a good deal of public sympathy through the methods they adopted, but the more the public became familiarised with the miners' case the more public sympathy the miners received. It was now recognised that the suggested "cuts" were too drastic, and that an attempt was made to force the "cuts" on the men by a summary lock-out. With regard to the suggestion on the part of some people that there should be a "fight to a finish," he hoped the House would brand that expression as wicked folly. If the miners were forced back sullenly and unwillingly they would be determined to renew the struggle under more favourable conditions.

The Bishop of Norwich doubted if they had the accurate information they required before going into the details of a settlement. He could not think the House of Bishops really commended the work of the Church when it took up the line represented by the resolution.

The Bishop of Hereford referred to the lack of confidence existing on all sides, and suggested the insertion in the resolution of words emphasizing the principles of justice and good faith between man and man. This was accepted by the Bishop of Lichfield.

The Bishop of Lincoln said that on the whole the miners were a fine body of men, who over and again had shown in times of special emergency that they were capable of rising to heights of heroism. But the same could be said of agricultural workers and other bodies. The time had come when the working man should become a partner in industry and should have some real power in determining the policy of industry. The present economic system, however, was capable of repair.

The Archbishop of Canterbury said that he had not had anything like the close touch with those problems in their practical application of many of those present. He personally was not prepared to express an opinion upon the question of pooling and the rest. Therefore, when he heard it suggested that in passing that resolution they would be committing themselves, he looked at the resolution again. But the resolution did not seem to say that. He would vote for the resolution.

On being put to the vote, the resolution was carried *nem con.*

ENGLAND OF TO-DAY.

NEARLY 2,000,000 PEOPLE REGISTERED AS UNEMPLOYED.

A London cable of May 22nd to Indian papers, states:—The effects of the coal stoppage are graphically illustrated in an official return just issued, which shows that nearly 2,000,000 people are registered as unemployed in the United Kingdom. In addition, over 1,000,000 workers are on short time. Yet, so far as appearances go, the life of the nation is much the same as usual.

The rationing of gas and electricity early in the strike has caused the darkening of the London streets, recalling the days of air raids, but, with the long evenings of summer time, this is now hardly noticeable, while Londoners are enjoying unprecedented purity of air and oriental-like sunsets due to the absence of smoke.

The chief inconvenience is the crowding of trains arising from the restriction on the services.

There is little indication in the newspapers of the harrowing distress even in the industrial districts.

Generally, the conduct of the miners is exemplary. They are constant patrons of racing and entertainments.

The efforts of the docker to force a national transport strike on the question have not materialised. The discharging of foreign coal and its transport inland is proceeding most regularly owing to the abundance of volunteers who are afforded military protection at Glasgow.

(Continued at foot of next column.)

CUTICURA
FOR CHAPPED HANDS

For red, rough, chapped and sore hands bathe each night in a strong, hot lather of Cuticura Soap. Dry and rub in Cuticura Ointment and wear old gloves during the night. Nothing better.

Soap 1s., Talcum 1s. 1d., Ointment 1s. 2d. and 2s. 6d. Sold throughout the Empire. British Depot: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London, E.C.1.

Cuticura Soap shaves without mug.

23-13

WHAT 2 MINUTES A DAY WILL DO FOR YOUR HAIR.

GREAT HAIR-BEAUTY GIFT.

1,000,000 HARLENE "HAIR-DRILL" OUTFITS FREE TO READERS.

EVERY woman and girl can double her beauty and attractiveness by devoting only two minutes a day to "Harlene Hair-Drill."

To-day all the leading Actresses, Cinema Queens and Society Leaders make it a part of their daily toilet, and willingly testify to its hair-growing and beautifying results. To-day you, too, can test it absolutely free (excepting a small outlay of 6 annas for postage and packing of the parcel to your home).

So many women are now engaged in valuable but hair-injurious work—there are over 1,000,000 munition workers alone—that the proprietors of Edwards' "Harlene-for-the-Hair" have decided to make yet another great 1,000,000 Gift distribution of "Harlene" Outfits.

This is really a Four-in-One Gift, for it includes—

1.—A bottle of "Harlene," the true liquid food and natural tonic for the hair.
2.—A packet of the marvellous hair and scalp cleansing "Cremex" Shampoo Powder, which prepares the head for "Hair-Drill."
3.—A bottle of "Uzon" Brilliantine, which gives a final touch of beauty to the hair, and is especially beneficial to those whose scalp is inclined to be "dry."
4.—A copy of the new edition of the secret "Hair-Drill" Manual of Instruction.

It is wonderful what only 2 minutes a day practice of "Harlene Hair Drill" will achieve in the cultivation and preservation of a glorious head of hair. Try it free for one week. Accept one of the 1,000,000 free 4-in-one Gift Outfits. Send Coupon below with 6 annas for return postage and packing of parcel.

"HARLENE" MAKES ALL THE DIFFERENCE.

In the course of a few days you will find every strand of your hair waking up to new vitality and new strength—you will find a new sparkle and freshness revivifying the hair, and all the lost light and shade, as well as the delicate tints of the hair, which have been dulled down, will reawaken and your hair will rapidly take on a new lease of life and beauty.

Why not try this great yet simple scientific "Harlene" hair-growing experiment at once? Write for the Free Outfit to-day. Simply fill in the Coupon below and enclose 6 annas in stamps to cover postage.

Further supplies of "Harlene" and "Cremex" Shampoo Powders can be obtained as required from all Hamam's and Drug Stores throughout India. Any or all of the preparations will be sent on receipt of six annas extra for postage direct from Edwards' Harlene, Limited, 20, 22, 24, 26, Lamb's Conduit-street, London, W.C.1. Carriage extra on foreign orders. Cheques and P.O.'s should be crossed.

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To EDWARDS' HARLENE, Ltd., 20, 22, 24 and 26, Lamb's Conduit Street, London, W.C.1, England.

Dear Sirs,—Please send me your free "Harlene" Four-fold Hair-growing Outfit as described above. I enclose 6 annas in stamps for postage to any part of the world. (Foreign stamps accepted.)

NOTE TO READER.

Write your full name and address clearly on a plain piece of paper, pin this coupon to it, and post as directed above.

Hongkong Daily Press. 45

MARTIN'S APIOLATED PILLS

A Female Remedy for all Irregularities. The Proprietors of London Chemist Martin's Pills beg to inform the Ladies, so that on the first signs of any irregularity of the System a timely dose may be administered. Those who are liable to recurrence of their periodical troubles should make a point of having Martin's Apiolated Pills always at hand. They are a certain remedy for all Female Complaints, and are sold by Chemists and Druggists throughout the World, or post free 50s. MARTIN, Chemist, Southampton. Eng.

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VETARZO

MAKE A CERTAIN PILLS FOR THE LIVER & KIDNEYS

The strike of ships' stewards has failed to prevent the sailing of liners, though it has been more successful in the case of small ships, of which shipping there is a big congestion at the ports. Companies in Liverpool state that the number of stewards offering to sign on under the revised rate exceeds the number of vacancies.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI	"YUSANG"	Sat.,	18th June, Noon.
HAIPHONG via HOIHOW	"TAKSANG"	Tues.,	21st June, 8 a.m
BANGKOK via SWATOW	"MINGSANG"	Tues.,	21st June, 10 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Thurs.,	23rd June, 3 p.m.
TIENTSIN	"CHEONGSHING"	Fri.,	24th June, Daylight.
MANILA	"LOONGSANG"	Fri.,	24th June, 3 p.m
KOBE via SHANGHAI	"LAISANG"	Wed.,	29th June, Daylight.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuadat, Jesselton Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Thursday, 23rd June, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

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Vessel	Due Hongkong
M.V. "GLENAVY"	26th June.
M.V. "GLENLUCE"	2nd July.
S.S. "GLENSHANE"	10th July.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENOGLE"	26th June	LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENGYLE"	6th July	GENOA, LONDON & HULL.
M.V. "GLENLUCE"	15th July	LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

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Eleven steamers of 9,100 tons each deadweight.
And under the Company's Management:—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
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For Charter Rates and all other particulars apply to the
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No. 8, BUND, KOBE.

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SHIPPING NEWS

ARRIVALS.

June 17th.

Awa Maru, Japanese str., 3,747 tons, Capt. N. Narui, from Japan, with a general cargo.—N.Y.K.

Chung Hing, Chinese str., 249 tons, Capt. Wm. Ross, from Tourane, with a general cargo.—Chan Yu Ting.

Eldridge, American str., 5,482 tons, Capt. F. W. Brooks, from Manila, with a general cargo.—Admiral Line.

Kwangsang, British str., 1,428 tons, Capt. Bichard, from Canton, with a general cargo.—J.M. & Co.

Pawlet, American str., 3,729 tons, Capt. J. B. Murray, from Manila, with a general cargo.—Admiral Line.

Pearleaf, British str., 3,200 tons, Capt. Lench, from Tarakan, in ballast.—Dodwell & Co.

Shima Maru, Japanese str., 1,153 tons, Capt. R. Asakuda, from Sakito, with coal.—Suzuki & Co.

Taksang, British str., 977 tons, Capt. R. Tapsell, from Hoihow, with a general cargo.—J.M. & Co.

Tanda, British str., 4,236 tons, Capt. H. Stockwell, D.S.O., from Moji and Amoy, with a general cargo.—Mackinnon, Mackenzie & Co.

Tyndareus, British str., 7,171 tons, from Vancouver and Kobe, with a general cargo.—B. & S.

CLEARANCES.

June 17th.

Eurana, for Singapore.
Haihong, for Swatow.
Jade, for Pakhoi.
Oanfa, for Saigon.
Shima Maru, for Canton.
Shinnan Maru, for Wenchow.
Taiyuan, for Manila.
Tanda, for Singapore.
Waihing, for Swatow.
Yuensang, for Manila.

PASSENGERS.

DEPARTURES.

Per s.s. *Nikko Maru*, on June 17th:—Mrs. J. Johns, Miss A. Daiphin, Mr. R. Imbert, Mr. and Mrs. W. Patton, Mr. M. Yendo, Mr. M. Uyeno, Mr. D. L. Cook.

Per s.s. *Kotori Maru*, on June 17th:—Mr. and Mrs. Aller, Mr. J. Cochrane, Mr. J. F. Buckley, Mr. E. Icasiano, Mr. H. L. Tan, Mr. N. W. Mallory, Mr. A. G. Botelho, Mr. Borromeo, Miss J. Hale, Mr. and Mrs. K. S. Northey, Miss M. Holden, Miss E. Miller, Master B. Miller, Rev. A. Cleary, Rev. T. McHugh, Rev. T. O'Connor, Mr. C. Bent, Mr. S. Sherrington, Mr. R. H. Dietrich, Mr. E. P. Williams, Mr. E. J. Haberer, Mr. V. E. Lednick, Mr. W. T. Theroux, Mr. F. J. Dulluer, Mr. J. Bolot, Mr. A. Hippolyte, Mr. A. Apinaitis, Mr. R. Taylor, Sergt. Adamson, Mrs. V. M. Drayson, Mrs. B. J. de Jose, Miss I. P. Camahort, Mrs. M. Caballero.

SHIPPING MOVEMENT.

The N.Y.K. s.s. *Tango Maru* (Australian line) left Kobe for this port *viâ* Nagasaki on June 16th, and is expected here on June 22nd.

VESSELS EXPECTED.

Cyclops (Blue Funnel), due July 19th.
Dunera (P. & O.), due June 18th, about 8 a.m.
Empress of Russia, due at Hongkong this morning.
Helenus (Blue Funnel), due June 30th.
Kanowna (E. & A.), due July 3rd.
Keemun (Blue Funnel), due July 27th.
Ixion (Blue Funnel), due June 23nd.
Kleist Maru (N.Y.K.), from London, due June 23rd.
Lycaon (Blue Funnel line), due June 20th.
Nile (China Mail), due June 23rd.
Penang Maru (N.Y.K.), from Japan, due June 21st.
Takada (B.I.), due June 18th.
Torilla (B.I.), due June 21st, a.m.

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. over recorded Feet.	Lowest W.L. over recorded Feet.	1921. W.L. June 15 Ft.	1921. W.L. June 16 Ft.
Wuchow W. River	+70.10	—2.42	—	—
Kongmoon W. River	+14.70	—0.10	9.30	9.20
Linkonghow N. River	+57.00	—	17.00	16.00
Samshui N. River	+27.25	—5.00	16.60	15.90
Sheklung E. River	+15.15	—0.98	5.25	—

G. W. OLIVECRONA,
Engineer-in-Chief.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong, 4th Sunday after Trinity, June 19th, 1921. Holy Communion (7.30 a.m.) Children's Service (10 a.m.) Matins (11 a.m.) (Cathedral Choir): Responses, Ferial; Venite, Burrowes (2nd); Psalms, 23 (Hopkins), 24 (Barnby): Te Deum, Woodward, Smart, Turle; Benedictus, Trent (7th morning); Anthem, "Lo, this is Our God," Sullivan; Hymn, 229. *N.B.*—Psalm 23 verse, 6, in unison; Psalm 24 verses 1, 2, 9, 10 in unison; Hymn 229, verses 1, 3 (1st half only), in unison.

Holy Communion (12 Noon.) Evensong (6 p.m.) Responses, Ferial; Psalms, 25, (Goss); Magnificat, Smart; Nunc Dimittis, Barnby; Hymns, 280, 183, 16. *N.B.*—Psalm 25, verses 3, 4, 9, 10, 15, 16, 21, in unison; Hymn, 280, verses 1, 4, 5, in unison; Hymn, 183, verses 1, 3, in unison; Hymn 19 verses 1, 3, 5, in unison.

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UNION CHURCH, (Kennedy Road)—Sunday Services, June 19th.

Morning Service at 11 a.m., Psalm 145; Hymns, 122, 522, 109, 23.

Evening Service at 6 p.m., Hymns, 373, 142, 240, 371.

Preacher, Rev. J. Kirk Maconachie.

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CHURCH OF ENGLAND MILITARY SERVICES.—Sunday, June 19th, 1921.

7 a.m., Holy Communion, Hospital, Bowen Road.

9 a.m., Parade Service, Cathedral.

11 a.m. Parade Service, Lyemun Barracks.

5.45 p.m., Evening Service, Hospital, Bowen Road.

6.45 p.m., Evening Service, Chaplain's Room.

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FIRST CHURCH OF CHRIST SCIENTIST, MacDonnel Road. Sunday, 11.15 a.m. Wednesday, 5.45 p.m.

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WEATHER REPORT.

June 16th, at 18.05.—Warning to Hongkong, Coast Ports, &c.: Typhoon within 60 miles of Lat. 20 deg. N., Long. 113 deg. E., moving W.N.W.

June 17th, at 10.10.—Warning to Hongkong, Coast Ports, &c.:—Typhoon within 60 miles of Lat. 22 deg. N., Long. 112 deg. E., moving N.W.

June 17th, at 10.12.—Local signal No. 4 lowered.

June 17th, at 11.55.—Pressure has decreased considerably from Weihaiwei to Shanghai and from Hongkong to Haiphong. The typhoon appears to be of feeble intensity. It passed within 100 miles of Gap Rock early this morning on a N.W. track.

The depression over Tongking has deepened considerably. Another is shown between Weihaiwei and Shanghai.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.39 inch. Total since January 1st, 49.71 inches against an average of 31.99 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	S.E. winds, moderate; squally, fair to showery.
Formosa Channel	South winds, fresh.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

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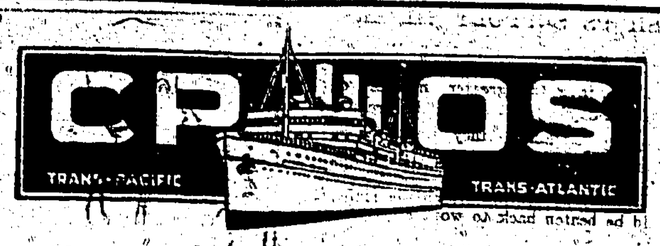

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Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Russia	June 23	July 11	E. France	July 19	July 26
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
* Monteagle	Aug. 23	Sept. 16	Mellta	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	E. France	Nov. 15	Nov. 22

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

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SHANGHAI-CALCUTTA SERVICE

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The s.s. "LAKE FAULK" for Singapore, Penang, Rangoon and Calcutta, June 22nd

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HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" June 25th — S.S. "NILE" July 18th — S.S. "CHINA" Aug. 9th

HONGKONG to MANILA

S.S. "NANKING" - - - - - Aug. 30th

HONGKONG to SINGAPORE

S.S. "NILE" June 25th — S.S. "CHINA" July 22nd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also

Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

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T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	23,000	June 21st.
KOREA MARU	23,000	July 1st.
SHINYO MARU	23,000	July 15th.
* PERSIA MARU	23,000	July 30th, at 10.30 A.M.
TAIYO MARU	23,000	Aug. 12th.
SIBERIA MARU	20,000	Aug. 27th.

* Omitting call at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
* CHOYO MARU	—	July 19th.
GINYO MARU	16,500	Aug. 15th.

* Cargo only.

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
MESSRS. T. R. GRIFFITH, LTD.

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STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)
"West Carmona" ... ... 21st June.
To VANCOUVER & SEATTLE (via MANILA)
"West Ivis" ... ... 25th June
Also cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3005.

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WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE—TACOMA—VICTORIA—VANCOUVER

and China, Japan and Philippine Island Ports,

"WEST IVAN" ... ... 19th June.

Further sailings to be announced later. Through Bills of Ladings issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY,

82 4th Floor, Princes' Buildings Telephone 1062

BLUE FUNNEL LINE.

S.S. "ANCHISES"

10,000 tons G/R.

will be despatched for SINGAPORE at Noon on 22nd June.

For further particulars apply to:—

BUTTERFIELD & SWIRE,
Agents.

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NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "CHERIBON MARU" ... ... sailing on or about 4th July.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" ... ... sailing on or about 25th June.
S.S. "SAMARANG MARU" ... ... sailing on or about 17th July.

For further particulars please apply to:—

K. SUZUKI, Manager,
No. 5, Queen's Road Central.

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 17th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.53	29.48	29.44
Temperature ...	86	80	84
Humidity ...	85	91	79
Wind Direction	East	East	SE
Force	4	3	3
Weather ...	cd	cd	c
Rain	0.35	—	0.39

Highest open-air Temperature on 16th ... 84
Lowest open-air Temperature on 17th ... 80

香港華商總會商報

HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the

CHUNG NGOI SUN PO

(Chinese *Daily Press*)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE

Terms for Advertising (Translation fee) can be obtained at the Office, 101, Des Voeux Road Central, Hongkong, 121, Fleet Street London, or from the different Agents.

Documents translated from or into Classical colloquial Chinese.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

s.s. "OCEAN MONARCH" ... ...via Suez ... ... 10th July.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG

s.s. "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to REISS & Co. CANTON

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NEW YORK DIRECT

Joint service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

* "DEUCALION" ... ... via Suez Canal... ... 3rd July.
* "CITY OF NORWICH" ... ... via Suez Canal... ... 15th July

* Calls at Boston

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail	
AMOY and SINGAPORE ...	"TEAN" ...	On 16th June,	2 P.M.
SHANGHAI & TSINGTAO ...	"YINGCHOW" ...	On 18th June,	4 P.M.
NEWCHWANG	"PAOTING" ...	On 18th June,	4 P.M.
SWATOW and BANGKOK ...	"KALGAN" ...	On 24th June,	Noon.
SOOCHOW, FAKHOI & HPHONG	"KAIFONG" ...	On 21st June.	9 A.M.
SHANGHAI & FUKOW	"SHANTUNG" ...	On 21st June	Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW" ...	On 22nd June,	4 P.M.
SHANGHAI	"SOOCHOW" ...	On 23rd June,	Noon.
SHANGHAI & TSINGTAO ...	"SUIYANG" ...	On 25th June,	4 P.M.

☞ SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHING"	Capt. A. H. Stewart	TUESDAY,	June 21st, at 12 Noon.
"HAILOONG"	Capt. W. Couper	FRIDAY,	June 24th, at 12 Noon.
"HAIHONG"	Capt. W. C. Padmore	TUESDAY,	June 28th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

3

P. & O. - British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICE

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	19th June 10 A.M.	Singapore, Colombo & Bombay
"DELTA"	8,000	25th June 7 A.M.	Marseilles, London & Antwerp
"DILWARA"	5,400	9th July	Singapore, Colombo, & Bombay
"SYRIA"	7,000	23rd July	Marseilles, London & Antwerp
"KALYAN"	9,000	6th Aug.	Marseilles, London & Antwerp
"KASHMIR"	9,000	19th Aug.	Marseilles, London & Antwerp
"KHYBER"	9,000	2nd Sept.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA"	6,956	18th June 1 P.M.	Calcutta via S'pore P'ang & R'goon
"TAKADA"	6,945	23rd June	Calcutta via S'pore P'ang & R'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,500	27th June	Sandakan, Thursday Island
"KANOWNA"	7,000	25th July	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TAKADA"	6,949	19th June Noon.	Swatow & Amoy.
"TORILLA"	5,900	20th June	Shanghai, & Kobe.
"DILWARA"	5,400	27th June	Shanghai only.
"SYRIA"	7,000	2?th June.	Shanghai & Japan.
"KALYAN"	9,000	5th July.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to NOON on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG. [1

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"SIAM MARU" ... ... Friday 24th June

BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE
"TACOMA MARU" ... Friday, 8th July

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"KASADO MARU" ... ... Wednesday, 29th June.

DELI & BANGKOK via SAIGON & SINGAPORE - Regular monthly service
BUSHO MARU" ... ... Friday 1st July

SYDNEY & MELBOURNE Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ARIZONA MARU" ... ... Wednesday, 20th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAGUE MARU" ... ... Thursday, 23rd June

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Yokohama & Kobe
"HIMALAYA MARU" ... ... Sunday, 26th June

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office
"AMAKUSA MARU," ... ... Sunday, 19th June
"KAIJO MARU" ... ... Sunday, 26th June

TAKAO via SWATOW & AMOY
"OSHU MARU" ... ... Thursday, 30th June

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
No. 1 Queen's Building.

Tel. Nos. 744 & 745 [30

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [33

Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE
(Calling Shanghai & Japan Ports).

	From Hongkong	Arrive Seattle
S.S. "ELDRIDGE" ...	... June 17th.	July 25th.
S.S. "SILVER STATE" ...	... Aug. 13th	Sept 2nd.
S.S. "KEYSTONE STATE" ...	... Sept. 2nd	Sept. 22nd.
S.S. "WENATCHEE" ...	... Oct. 2nd.	Oct. 22nd.

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama).

S.S. "COAXET" ... ... July 22nd

Through Bills of Lading issued to Overland Common points.
Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [71

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.
—PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "GLYMONT" ... ... Sailing June 20th.
S.S. "CADARETTA" ... ... Sailing July 5th.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

S.S. "LAKE FARRAR" ... ... Sailing June 20th.
S.S. "LAKE ONAWA" ... ... Sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5TH FLOOR, HOTEL MANSIONS, TELEPHONE 2477 & 2478.
PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SURUGA" ... ... TO NEW YORK ... June 12nd.
S.S. "BELLFLOWER" ... TO NEW YORK ... July 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC..

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 20,000 ...	On or about 16th July
MARSEILLES, via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ PORT-SAID	"PAUL LECAT" ... 20,000 ...	On or about 22nd June

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

s.s. "VICTORIA" June 30th.

For Freight and Passage, apply to—

YAM CHINA & AUSTRALIA S.S. CO., LTD.
Agents,
113, Connaught Road, Central.

93 Tel. 3307.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Europe via Suez (Newspapers only London 12th May)	*Takada*	18th inst.
Shanghai	*Shantung*	18th inst.
Shanghai	*Duniera* ...	18th inst.
Canada, U.S.A. and Manila	*Empress of Russia*	18th inst.
Shanghai	*Soochow*	20th inst.
Straits	*Tsrilla*	21st inst.
Japan	*Penang Maru* ...	21st inst.
Shanghai	*Paul Lecat* ...	22nd inst.
Straits	*Yokohama Maru*	22nd inst.
Shanghai and Japan	*Shidzuoka Maru* ...	23rd inst.

OUTWARD MAILS.

For	Per	Date.
*Shanghai, and *North China	*Eldridge*	Saturday, 18th, 11.00 A M
*Shanghai and *North China	*Pawlet*	Saturday, 18th, 11.00 A M
Takao and *Keelung	*Toyotomi Maru* ...	Saturday, 18th, 11.00 A M
Shanghai and North China	*Yusang* ...	Saturday, 18th, 11.00 A M
Straits, *Bangkok, Calcutta & Aden ...	*Tanda*	Saturday, 18th, 11.30 A M
Amoy *Straits and *Bangkok ...	*Tean*	Saturday, 18th, 1.00 P M
Shanghai and North China	*Yingchow* ...	Saturday, 18th, 3.00 P M
Hothow	*Kam Ying Fat* ...	Saturday, 18th 5.00 P M
Pakhoi and Haiphong	*Kaiping*	Saturday, 18th, 5.00 P M
Straits, *Bangkok, Ceylon, Mauritius, L. Marquoe, South Africa, India, via Dhanushkodi, Bombay and Aden ...	*Dunera* ...	Saturday, 18th, Registration ... 5.00 P M; Letters ... 5.00 P M
Bangkok	*Produce*	Sunday, 19th, 9.00 A M
*Swatow and *Amoy	*Takada*	Sunday, 19th, 9.00 A M
Swatow, Amoy and Keelung	*Amakusa Maru* ...	Sunday, 19th, 9.00 A M
*Swatow and Bangkok	*Kulgun*	Monday, 20th, 11.00 A M
*Shanghai and, *North China	*Kashing*	Monday, 20th, 1.00 P M
*Shanghai and *North China	*Pakhoi*	Monday, 20th, 1.00 P M
Swatow	*Hydrangea* ...	Monday, 20th, 3.30 P M
Hoihow and Haiphong	*Taksang*	Monday, 20th, 5.00 P M
Hoihow, Pakhoi and Haiphong ...	*Kaifong*	Tuesday, 21st, 8.00 A M
*Swatow and *Bangkok	*Mingsang* ...	Tuesday, 21st, 9.00 A M
*Swatow, *Straits and *Bangkok	*Liangchow* ...	Tuesday, 21st, 9.00 A M
Swatow, Amoy and Foochow ...	*Haiching*	Tuesday, 21st, 10.00 A M
*Shanghai and *N. China	*Shantung*	Tuesday, 21st, 10.00 A M
Shanghai North China, Japan, Honolulu, Canada, U.S.A., Central and South America and *EUROPE via SAN FRANCISCO	*Tenyo Maru* ...	Tuesday, 21st, Registration ... 9.45 A M; Letters ... 10.30 A M
Swatow, *Straits and *Bangkok ...	*Chinhua*	Wednesday, 22nd, 9.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, and *EUROPE via SUEZ... The Parcel Mails will be closed on Tuesday, 21st inst., at 5 P.M. * ...	*Anchises* ...	Wednesday, 22nd, Registration ... 9.45 A M; Letters ... 10.30 A M
Saigon *Straits *Bangkok, Ceylon, Mauritius *L. Marques, S Africa, India, via Dhanushkodi, Aden Egypt and EUROPE via MARSEILLES	*Paul Lecat*	Wednesday, 22nd, Registration ... 12.45 P M; Letters ... 1.30 P M
Weihaiwei, Chefoo and Tientsin ...	*Huichow*	Wednesday, 22nd. 3.00 P M
Philippine Is., Australia and New Zealand, via Thursday Island	*Tanga Maru*	Thursday, 23rd, Registration ... 8.45 A M; Letters ... 9.30 A M
Shanghai, North China and Japan ...	*Yokohama Maru*	Thursday, 23rd, 10.00 A M
Shanghai and N. China	*Soochow*	Thursday, 23rd, 11.00 A M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"ANCHISES"	22ND JUNE	London, Amsterdam & Hamburg.
"LAOMEDON"	13TH JULY	London, Antwerp & Hamburg.
"MENTOR"	19TH JULY	London, Amsterdam & Antwerp
"TEUCER"	11TH AUG.	London, Rotterdam & Hamburg
"TEIRESIAS"	16TH AUG.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"EURYDAMAS"	10TH JULY	Genoa, Barcelona & Liverpool.
"YANGTSZE"	13TH JULY	M'lles, Havre, L'pool & G'gow.
"AGAMENNON"	26TH JULY	Liverpool & Glasgow.
"EURYPYLUS"	5TH AUG.	Genoa, Marseilles & Liverpool.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TYNDAREUS"	6TH JULY.	Victoria, Seattle & Vancouver.
"PROTESILAUS"	3RD AUG.	
"IXION"	24TH AUG.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"DEUCALION"	3RD JULY	via Suez.

HOMEWARD PASSENGER SERVICE

"ANCHISES"	22ND JUNE	for London.
"MENTOR"	19TH JULY	for London.
"TEIRESIAS"	16TH AUG.	for London.
"ASCANIUS"	30TH AUG.	for Liverpool.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE,
AGENTS.
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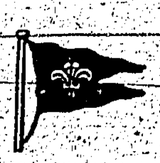
PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and NEW YORK



For Freight and full particulars apply to—
FURNESS, (FAR EAST) LIMITED,
Telephone 3165. St. George's Building
Telegrams "Furuprime." [128

COMMERCIAL

OPENING QUOTATIONS.

June 17th.

On London.—	
Telegraphic Transfer	2/8½
Bank Bills, on demand	2/8½
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months' sight	2/7
Credits, at 4 months' sight	2/8½
Documentary Bills, 4 months' sight	2/8½
On Paris.—	
Bank Bills, on demand	520
Credits, 4 months' sight	550
On New York.—	
Bank Bills, on demand	48½
Credits, at 60 days' sight	51½
On Bombay.—	
Telegraphic Transfer	—
Bank Bills, on demand	193
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	193
On Shanghai.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
On Yokohama.—On demand	100½
On Manila.—On demand—Pesos	108
On Singapore.—On demand	110
On Batavia—On demand	146
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	83½
Sovereigns, Bank's Buying Rate	$ 7.60 n.
Gold Leaf 100 fine, per tael	$50.00
Bar Silver per oz.	24⅛d.

	Per cent.	
Hongkong	10 cents piece	$0.02 Premium.
Hongkong	20 "	0.15 Discount.
Canton	20 "	15.35 "
Canton	10 "	0.00 "

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital $15,000,000
Reserve Funds—
Sterling £2,500,000
Silver $21,500,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
G. T. M. Erskine, Esq.—Chairman.
G. M. Dodwell, Esq.—Deputy Chairman.
D. G. M. Bernard, Esq. | E. V. D. Parr, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.
Hon. Mr. A. O. Lang. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. Stephen.

Manager: Hongkong—A. H. Barlow, Esq.
Acting Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, May 21st, 1921. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,600,000
Reserve Liability of Proprietors ...	£3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, March 30th, 1921. [50

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK.)

Subscribed Capital	Frs.	150,000,000
Paid Up Capital	F.	75,000,000
Reserve Funds	F.	60,000,000
Deposits	F.	365,000,000

The Chinese Government Owns one-third of the Capital.

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Haukow	Haiphong	Moukden
New York	London	Antwerp
Bordeaux	Tsinkanfu	Pnom-Penh
Batavia.		

BANKERS:
In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French Exchange.

M. MONTARGIS,
Manager.

Hongkong January 20th, 1921. 56

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,100,000

BANKERS:
The Bank of England,
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bhara	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Manager.

7, Queen's Road Central,
Hongkong, April 26th, 1921. [43

BANQUE DE L'INDO-CHINE.

(FRENCH BANK).

Head Office: 15bis Rue Lafitte, Paris.

Subscribed Capital ...	Frs. 72,000,000.00
Paid-up Capital ...	Frs. 68,400,000.00
Reserves Funds ...	Frs. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, November 1st, 1920. 66

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	12,279,800.00
Reserve Funds	7,796,023.00

HEAD OFFICE.—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

TSUYEE PEI,
Manager.

Hongkong, February 7th, 1921. 73

THE BANK OF TAIWAN, Limited.

(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 42,000,000
Reserve Funds	" 9,680,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

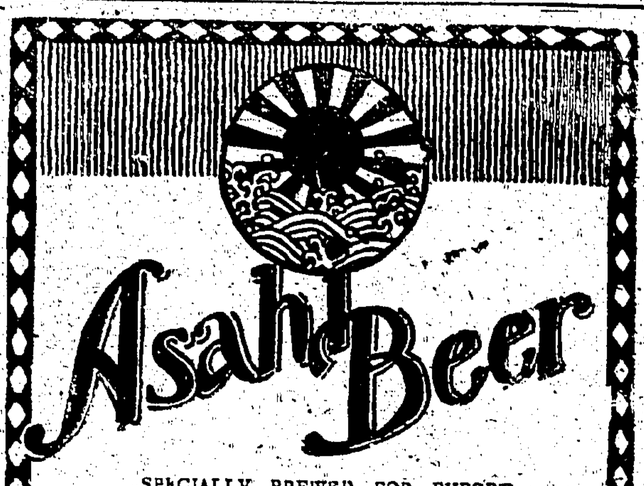
LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH
Manager.

Ho Kong Branch,
2, Des Voeux Road Central.
Hongkong, September 1st 1920. [41



SPECIALLY BREWED FOR EXPORT
DAI NIPPON BREWERY COMPANY,
LIMITED.
TOKYO, JAPAN.
SOLE AGENTS:
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

SOUTH AMERICA

Head Office, Montreal, Canada

We offer a complete banking service in the following countries, special attention being given to the handling of collections.

ARGENTINE — Buenos Aires.
BRAZIL — Rio de Janeiro, Santos, Sao Paulo.
URUGUAY — Montevideo.
VENEZUELA — Caracas, Ciudad Bolivar, Maracaibo, Puerto Cabello.
COLOMBIA — Barranquilla.
BR. GUIANA — Georgetown, Rose Hall, New Amsterdam.

Also 81 Branches in
CUBA, PORTO RICO, DOMINICAN REPUBLIC, HAITI, COSTA RICA, BR. HONDURAS, BRITISH WEST INDIES and FRENCH WEST INDIES

617 Branches throughout CANADA & NEWFOUNDLAND

LONDON — Princes St., E.C.
PARIS — 26, Rue du Quatre-Septembre.
NEW YORK — 68, William St.
BARCELONA — Plaza de Catalana 6.

THE ROYAL BANK OF CANADA

Capital Paid Up & Reserves, $40,000,000 Total Resources over $600,000,000

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital	U.S. $4,000,000
Surplus and Undivided Profits	U.S. $1,489,000

Head Office: NEW YORK.
Branch: SAN FRANCISCO.
Head Office for the Orient, SHANGHAI
Branches:
CANTON, CHANGSHA, HANKOW, PEKING, MANILA, SINGAPORE, TIENTSIN
D. M. BIGGAR, Manager.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
St. George's Buildings, Hongkong.

Chairman of Board of Directors
Mr. WONG SHIU HAM.

Chief Manager ... Mr. L. S. Holum.
Asst. Manager ... Mr. K. T. Woue.
Hongkong Manager—Mr. L. P. Allen.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent and 5 per cent. per annum, respectively.

L. S. HOLUM
Chief Manager.

Hongkong, October 2nd, 1920. [119

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—3, Des Voeux Road Central.
Hankow Branch:—Pancff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. [90

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1919.

PAID-UP CAPITAL	$2,000,000.00
RESERVE FUND	500,000.00

DIRECTORS:
Mr. Pong Wai Tiew, Chairman.
Mr. Chow Shou Son. | Mr. Kan Ying Po.
Mr. Li Koon Chan. | Mr. Mok Ching Kong.
Mr. Fung Ping Shan. | Mr. Wong Yee Tong.
Mr. P. K. Kwok. | Mr. Chan Ching Shak.
Mr. Ng Chang Lak. | Mr. Kan Chiu Nam.

Chief Manager ... Mr. Kan Tong Po.
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES—
LONDON, SHANGHAI, KOBE, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, BATAVIA, SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposits Accounts at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 6 months at the rate of 3½ per annum.
For 6 months at the rate of 4½ per annum.
For 9 months at the rate of 4½ per annum.
For 12 months at the rate of 5½ per annum.

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920. 87

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